The Mining Journal
AND COMMERCIAL GAZETTE.

No. 162.---Vol. VII.] LONDON: SATURDAY, SEPTEMBER 29, 1838. [Price 6d.

VALUABLE TIN AND COPPER MINE, STEAM-ENGINE, AND OTHER MACHINERY AND MATERIALS FOR SALE.

TO BE SOLD BY PUBLIC AUCTION, on Monday, the 1st of October next, by Eleven o'clock in the forenoon, at WHEAL GILBERT MINE, in the parish of St. Erth, in the county of Cornwall, all that very extensive and valuable Tin and Copper Mine, called "WHEAL GILBERT," situate aforesaid, and now in full course of working.

And also the whole of the Machinery and Materials on the said Mine, consisting of a steam-engine of 60-inch cylinder, nearly new, and excellently constructed, with boilers, &c. complete; together with the following, amongst other articles, of the Materials—viz.: 50 fathoms of main rods and plates 13½-inch square, 22 fathoms of 8-inch ditto, 82 ditto of 6-inch ditto, bucket rods and joints, 14, 12, 8 and 6-inch boxes and brasses, seven cisterns and bearers, 42 fathoms 16-inch plunger pole, and 14 fathoms of 14-inch drawing lift complete, 26 fathoms of 13-inch pumps, one 12-inch working barrels, door-pieces, and windbores to fit, 8-inch working barrel, door-piece, and the windbore to fit, three 9-inch pumps, a 7-inch drawing lift complete, five horse whims, with the ropes, kibbles, and the tackle complete, a pair capstans, with shears and ropes complete, four pair blocks and ropes, and fixtures in the shafts and underground, all in good working condition. A 32-ft. wheel and stamping-mill of 12 heads, complete, and a 13½ do. do. of 8 heads. An undershot wheel with 4 heads; 2 calcining houses and utensils complete, with a great variety of iron, timber, and other articles too numerous to mention. The above Mine has been prosecuted with vigour by a Scrip Company (of which, circumstances have rendered the dissolution necessary), at an expense of many thousands of pounds, and various lodes have been opened, some of which have already produced considerable quantities of ore.—Further particulars may be obtained on application to the agents on the mine; Mr. Grylls, Redruth, or Mr. William Tinnery, Auctioneer and Mine Broker, Redruth.

Dated, Sept. 18.

TO BE SOLD, BY PUBLIC AUCTION, on the 13th day of October next, at Pearce's Hotel, in Truro, in the county of Cornwall, at Six o'clock in the evening of the same day, by Mr. HENDER, subject to the terms and conditions which will be produced at the time of sale, all that the Sett (granted by Sir Richard Rawlinson Vyvyan, Bart., on the 24th day of December, 1833, to Mr. William Vice, of Truro aforesaid) or right to mine for tin, tin ore (except where subject to bounds), copper, and copper ore, and all other ores, metals, and minerals in and throughout all that part of the

MANOR OF PENWORTHA,

in the parish of Perranzabuloe, in the county of Cornwall, as are situate within the limits following (that is to say), bounded on the west by the landing road leading to Perranpath; on the east and north by the lands of the Earl of Falmouth and Sir Samuel Enys, Esq.; and on the south by an imaginary line, supposed to be drawn in a parallel direction with the said northern boundary, at the distance of 60 fathoms therefrom, so as to join the extremities of the eastern and western boundaries, and which limits are particularly marked out and distinguished by stone posts, set up at the four corners thereof; and which said Sett is held for the unexpired residue of a term of Twenty-one years, commencing on the said 24th day of December, 1832, on payment of 1-10th dues, and subject to be reduced to 1-18th dues in certain events.

And also all that Sett (granted by the Right Hon. the Earl of Falmouth, on the 24th day of January, 1834, to the said Mr. William Vice) or right to mine for tin and copper, in a certain mine called or known by the name of

SOUTH WHEAL LEISURE,

situate, lying, and being in the parish of Perranzabuloe, in the said county of Cornwall, and bounded and limited as follows (that is to say), to join the Sett of Wheal Leisure north, for its northern boundary; and from the south-east corner of Wheal Leisure Sett southward, to a stone fixed up at fifty fathoms north of Bawden's House, or Mammelyn Common, for its eastern boundary; from thence westward, to a stone post set up near the south-east corner of Moore's meadow, in Bolingey Bottom; and also the land of the said Earl of Falmouth south, and adjoining Wheal Leisure Sett west of Bolingey River, which land lies between that of Sir Richard Rawlinson Vyvyan, Bart. and Wheal Leisure Sett; and which said last-mentioned premises are held for the now residue of a certain term of Twenty-one years, from the 1st day of January, 1834, on the payment of 1-15th dues. The above mentioned Setts are usually known by the name of "South Wheal Leisure."

For further particulars, apply to Mr. William Hender, at the office of Messrs. Paul, Smith, and Roberts, of Truro, Solicitors; Mr. Edward Hallows Plumptre, Middle Temple, London, solicitor; and at the office of the South Wheal Leisure Tin and Copper Mining Company, St. Mildred's-court, Poultry, London.

TO BE LET, for the TERM of TWENTY-ONE YEARS, A VALUABLE BLUE SLATE QUARRY, situated in the parish of Beddgelert, in the county of Merioneth, and distant from the sea-port of Tremadoc about eight miles, five of which are on an excellent road. The expenditure in repairing and making part of the other three, and in thoroughly opening the Quarry, would be about from £2000 to £3000.—For further particulars, apply to Mr. Robert Roberts, Sygun Mine, Agent, Beddgelert, Caernarvonshire, North Wales.

LIGHTMOOR IRON WORKS, SALOP.—TO BE LET, for a term of years, VALUABLE MINES of COAL and IRONSTONE, together with the IRON WORKS as now established, in the parish of Little Wenley, in the county of Salop. The Iron Works consist of Three Smelting Furnaces, now in Blast, with suitable Casting Houses, Moulding Shops, Store Rooms, Workmen's Houses, Counting Houses, &c., &c. The Iron produced from these Works is well known in the Market, as suitable for making Castings, and also for Malleable Iron.

For further particulars apply to Joseph Yate, Esq., Madely, near Shiffnall, Shropshire, who will shew the premises; or to Messrs. Twigg and Woodhouse, engineers, at their offices, Quorndon, near Derby, and Ashby-de-la-Zouch, Leicestershire.

CIVIL ENGINEERING AND MINING.—A CLASS for the INSTRUCTION of YOUNG MEN intended for the Profession of CIVIL ENGINEERING or MINING, will be OPENED in the FIRST WEEK of OCTOBER next. The Courses will be given by Professors the Rev. T. G. Hall, H. Moseley, Esq., Daniell, John Phillips, and C. Wheatstone; and in Geometrical Drawing, by Mr. J. Bradley. A Prospectus of the Course may be had at the Secretary's Office.

King's College, London, Aug. 28. H. J. ROSE, B.D., Principal.

ROYAL CORNWALL POLYTECHNIC SOCIETY.—THE Sixth Annual EXHIBITION will take place at the POLYTECHNIC HALL, Falmouth, on Tuesday, the 2d of October, and two following days.

The members of the society, and holders of transferable tickets will be admitted at seven o'clock, and non-subscribers at twelve o'clock on the first day, on producing their tickets of admission at the door.

The exhibition will be opened at ten o'clock on the following days, and close at four.

The chair will be taken and the prizes awarded on the first day of the exhibition.

Competitors are divided into four classes:—

The first class consists of the members of the society, and of persons resident in the county, who may compete for prizes on paying three shillings—such payment entitling them also to a ticket of admission at twelve o'clock on the first day. Competitors of this class must attach to their performances two sealed notes (which may be had of Mrs. Trathan, or any of the agents); each of them containing within, the name and residence of the competitor, and on the outside some private mark as the words, "Original" or "Copy," and in Paintings, &c., "Professional" or "Amateur," as the case may be.

The second class consists of persons of the working orders.

The third class consists of schools for the higher branches of education.

The fourth class consists of schools for the children of the working orders.

The second, third, and fourth classes, may compete for prizes without any payment, by stating the class, name, and residence.

All productions not stated to be ORIGINAL, will be considered COPIES.

Articles intended to compete for prizes, must be sent in on or before Friday, the 14th of September inst.

Competitors of the second class who have models of machinery, &c., to send, will not pay the carriage, if they direct their boxes with a card; which may be obtained from any of the agents. This card must be signed by a member of the committee, to whom the model must be submitted for approval. All other articles must be sent free of expense.

Those friends of the society who intend lending articles for exhibition only, will be kind enough to send them in not later than noon on Monday, the 1st of October. Members may obtain their tickets on application to Mrs. Trathan, bookseller, Falmouth; where non-subscribers may procure tickets of admission for the first day, price two shillings; and for the following days, price one shilling.

Falmouth, Sept. 14. THOS. B. JORDAN, LOVELL SQUIRE, } Secretaries.

AGENTS.

Mrs. Trathan, Falmouth; Mrs. Heard, Truro; Mr. Rodda, Penzance; Mr. H. Tyron, Helston; Mr. Robert Blee, Redruth; Mr. L. Newton, Camborne; Mr. J. Ivy, St. Austell; Mr. R. Esterbrook, Liskeard; Mr. R. White, Lostwithiel; Mrs. Liddell and Son, Bodmin.

An ordinary will be provided at Pearce's Hotel.

THE CIVIL ENGINEER AND ARCHITECT'S JOURNAL, price one shilling, illustrated with numerous wood engravings. The October number contains—a Plan for Isolated Harbours; Architectural Criticism, by Ralph Bevius; Calculations and Tables on the Absorbed and Effective Power of Locomotive Engines; Construction of Brick Walls; Abstract of the Proceedings of the Institute of Civil Engineers and the British Association; an account of Ivison's Plan for Consuming Smoke; Reviews of New Books; Progress of Railways and Public Buildings; List of New Patents, &c.—Published by H. Hooper, Pall Mall East, and Groombridge, Panyer-alley, Paternoster-row.

THE PATENT SAFETY FUZE, for BLASTING ROCKS in Mines, Quarries, and for Submarine operations. This article affords the safest, cheapest, and most expeditious mode of effecting this hazardous operation. From many testimonies to its usefulness with which the manufacturers have been favoured from every part of the kingdom, they select the following letter, recently received from John Taylor, Esq., F. R. S., &c. &c.

"I am very glad to hear that my recommendations have been of any service to you. I have been given from a thorough conviction of the great usefulness of the Safety Fuze, and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, Bickford, Smith, and Davey, Camborne, Cornwall.

TREVORGUS MINING COMPANY.—At an adjourned General Meeting of Shareholders, held this 14th day of September, 1838, the Committee appointed to confer with the Directors as to the best plan to be adopted for carrying into effect the means of raising a Capital necessary for prosecuting the Mines to a successful issue, presented their report, as follows:—

"That the directors be empowered to issue 2500 scrip receipts, of 30s. each, payable by three instalments of 10s. each, on the 16th day of October, the 16th day of January, and the 16th day of April now next ensuing, convertible into shares fully paid up on the payment of the last instalment, with a power of forfeiture vested in the directors, on default being made in the due payment of the second and last instalments, or either of them. That the preference for the new scrips be given to the existing shareholders in the company, *pro rata* to the number held by them in the original stock; and no portion of the new stock be offered to the public until the present shareholders shall have signified their assent to, or dissent from, taking them—fourteen days being allowed for that purpose, when the directors shall have the power to dispose of the surplus stock in such manner as to them shall be deemed expedient."

The above report having been read to the meeting, it was resolved,—"That the report be adopted, and earnestly recommended to the liberal consideration of the shareholders not present at this meeting, and that it be advertised in the 'Mining Journal,' and daily morning and evening papers."

12, Pancras-lane, Sept. 15. C. F. KIRKMAN, Secretary.

TREVORGUS MINING COMPANY.—Notice is hereby given, that the directors will not receive any applications for the NEW SCRIP after Monday, the 1st day of October next.

Mining office, 12, Pancras-lane, Sept. 25. C. F. KIRKMAN, Sec.

WESTERN MINING ASSOCIATION.

For the investment of capital in the purchase of shares in approved Cornish Mines. (Proposed to be incorporated by Her Majesty's Letters Patent.)

Capital £100,000, in 20,000 shares of £5 each. Deposit £1.

Subsequent calls not to exceed £1 per share in any one year.

This association was established about two years since, by a few individuals, for the purpose of investing capital in the purchase of shares in well-selected Mines in the county of Cornwall, in order to secure average profits with little fluctuation.

Confidential information respecting the property now held by the association, also of the purchases in contemplation, the present profits, and expected dividends, may be had by applicants for shares, at the office of the secretary, Frederick Bankart, 34, Clement's-lane, Lombard-street, to whom applications for shares (postage paid) are to be addressed.

WHEAL GILBERT TIN AND COPPER MINING COMPANY, St. Erth, Cornwall.—Notice is hereby given, that at a Special General Meeting of the Shareholders in the Wheal Gilbert Tin and Copper Mining Company, duly convened, and held at Pearce's Hotel, in the borough of Truro, in the county of Cornwall, on Saturday, the 8th day of September instant, it was unanimously resolved,—"That the said Company be FORTHWITH DISSOLVED;"—and that at a Second Special General Meeting of the said Shareholders, duly convened, and held at Pearce's Hotel aforesaid, on Tuesday, the 18th day of September instant, it was unanimously resolved,—"That the above-mentioned Resolution be adopted and confirmed, and that the said Company be forthwith dissolved."

Dated Sept. 18. (Signed) C. W. TURNER, Chairman.

GREAT WESTERN RAILWAY TRAINS EACH WAY, EXCEPTING ON SUNDAYS:—

8 o'clock morning, (excepting on Mondays from Maidenhead, when it will leave at half-past 7.)	4 o'clock evening.
9 o'clock morning	5 ditto ditto.
10 ditto ditto.	6 ditto ditto.
12 ditto ditto.	7 ditto ditto.

ON SUNDAYS.

8 o'clock morning.	5 o'clock evening.
½ past 8 ditto ditto.	6 ditto ditto.
9 ditto ditto.	7 ditto ditto.

Private carriages conveyed on trucks.

GLASGOW AND PAISLEY JOINT RAILWAY. CONTRACT FOR BLOCKS.

The committee of management of the above line will meet at their office, No. 13, Gordon-street, on Thursday, the 4th of October, to receive TENDERS for FIVE THOUSAND STONE BLOCKS, a description of which may be seen at the office, or will be sent to parties applying for it.

By order,

(Signed) MARK HUISH, J. H. HUMFREY } Secretaries.

Railway office, 13, Gordon-street, Glasgow, Sept. 20.

GLASGOW AND PAISLEY JOINT RAILWAY. CONTRACT FOR RAILS, &c.

The committee of management of the above line will meet at their office, on Thursday, the 4th of October, to receive TENDERS for FIVE HUNDRED TONS of MALLEABLE IRON RAILS and TWO HUNDRED TONS of CAST-IRON CHAIRS, agreeably to specifications, which may be seen at the office, or will be sent to parties applying for it. The directors do not bind themselves to accept the lowest offer.

By order,

(Signed) MARK HUISH, J. H. HUMFREY } Secretaries.

Railway office, 13, Gordon-street, Glasgow, Sept. 20.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY.—CONTRACT FOR WORKS.

The Directors of the above Company will meet at their Office, in Cathcart-square, Greenock, on Friday, the 12th day of October next, at Twelve o'clock, to receive TENDERS for the following Contract:—

No. 4, FINLAYSTON CONTRACT.—To make and maintain the railway, with all the excavations, embankments, bridges, culverts, drains, ballasting the way, &c., from a stake on the east side of Robert-street, Port-Glasgow, to a stake at the commencement of the Bishopton Contract, at East Bank, being a distance of four miles within twenty-seven yards, or thereabouts.

Plans and specifications of the above contract will be ready for inspection at the Office, in Greenock, on and after the 22d inst.

Sealed tenders for the above contract, addressed to the Secretary, must include the names of the two proposed sureties.

The directors do not bind themselves to accept the lowest tender.

By order, MARK HUISH, Secretary.

Railway Office, Greenock, Sept. 17.

GLASGOW, PAISLEY, AND GREENOCK RAILWAY. CONTRACT FOR BLOCKS AND SLEEPERS.

The directors of the above company will meet at their office, in Cathcart-square, Greenock, on Friday, the 12th day of October next, at Twelve o'clock, to receive TENDERS for supplying the company with 20,000 STONE BLOCKS, and 10,000 SLEEPERS of LARCH or OAK. Further particulars, with a specification of the size of the Blocks and Sleepers, time and place of delivery, &c., may be had by applying to the office in Greenock. No Tender for a less quantity than 500 Blocks or Sleepers will be received. By order, MARK HUISH, Sec.

Railway office, Greenock, Sept. 17.

MANCHESTER AND LEEDS RAILWAY.—CONTRACTS FOR WORKS.—The Directors of the Manchester and Leeds Railway Company will MEET at their offices, 9, Brown-street, in Manchester, on Monday the 26th day of November next, at one o'clock, P.M., to RECEIVE TENDERS for the undermentioned contracts:—

CHARLESTOWN CONTRACT.—To make and maintain the railway, with all the excavations, embankments, tunnels, bridges, culverts, drains, fences, and gates complete, including the laying and ballasting the permanent way and sidings, and furnishing the necessary blocks (but exclusive of wooden sleepers, rails, chairs, and fastenings); commencing at the termination of the Mill Wood contract, about five chains to the east of the road to Castle Clough, and terminating at a point about one and a half chain east of the crossing of the Rochdale Canal, near Hebden Bridge, being a distance of about two miles and twenty-nine chains.

MYTHOLMROYD CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Charlestown contract to a point about two chains to the west of the road to Wheatley Royd, being a distance of three miles and eighteen chains.

LUDDENDEN CONTRACT.—To make and maintain the railway, with all its works in like manner, from the termination of the Mytholmroyd contract to the junction with the Sowerby contract, being a distance of about one mile and sixty-three chains.

RAISTRICK CONTRACT.—(Time extended).—To make and maintain the railway, with all its works, in manner similar to the foregoing, from the termination of the Elland contract, in Strangstrey Wood, to the junction with the Cooper Bridge contract, at Bradley Wood, being a distance of about two miles and seven chains.

Drafts of the contracts, with plans and specifications of the works, will be ready for inspection at the Engineer's Office, Palatine Buildings, Hunt's Bank, Manchester, on and after the 5th day of November next.—Printed forms of tender may be had after the above date, at the office, in Manchester, and no others will be attended to.—The tenders must be delivered at the Railway Office, 9, Brown-street, in Manchester, at or before ten o'clock in the forenoon, on Monday the 26th of November, under a sealed cover, addressed to the chairman, and endorsed "Tender for Works;" and the parties tendering, or persons duly authorised by them, must be in attendance at the time of meeting.

The parties whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contracts, in a penalty of not less than 10 per cent. upon the gross sum contracted for; and the names of the proposed sureties are to be specified in the tender. The directors will not bind themselves to accept the lowest tender. JAMES WOOD, Chairman.

Manchester and Leeds Railway Office, 9, Brown-street, Manchester, September 14th, 1838.

CHESTER AND CREWE RAILWAY.—CONTRACT FOR WORKS.—The Directors of the Chester and Crewe Railway Company are now ready to receive PROPOSALS for the execution of the CREWE CONTRACT.

To make the railway, with all the excavations, embankments, bridges, culverts, drains, and fences complete, including the laying and ballasting of the permanent way (but exclusive of rails, chairs, wooden sleepers, and fastenings), from the termination of the Wardle Contract, near Aston-hall, to the Crewe station of the Grand Junction Railway, a distance of 4 miles and 44 yards, or thereabouts.

Plans, sections, specifications, and working drawings of the works, and a draft of the contract, may be seen, and printed forms of tender obtained, at the Engineer's Office, in Chester, where the quantities of work will also be furnished. The tenders must be delivered at the Railway Office, in the Post-office-place, Chester, by Ten o'clock, on the 11th day of October next, under a sealed cover, addressed to the Chairman, and endorsed "Tender for Works;" and no tender, except upon the printed form, will be attended to, nor will any tender be received after that time.

The party whose tender is accepted will be required to enter into a bond, with two sureties, for the due performance of the contract, in a penalty of not less than 10 per cent. upon the gross sum contracted for, and the names of the proposed sureties are to be specified in the tender.

The directors do not bind themselves to accept the lowest tender, and expect the parties tendering, or persons duly authorised by them, to attend at Twelve o'clock at noon precisely, on the above day of meeting.

Chester and Crewe Railway Office, J. UNIACKE, Chairman.

Post-office-place, Chester, September 13.

LONDON AND CROYDON RAILWAY COMPANY, 1, Bank-buildings, September 18, 1838.—Anonymous and incorrect statements relating to the works on this line having appeared on several occasions, the directors think it right to state that their report, read at the Half-yearly General Meeting of Shareholders, held on the 6th inst., contains the following particulars of the progress and present state of the railway, viz.:—

The works have been prosecuted with activity, proportioned to the ample means which have been at the company's disposal.

During the greater portion of the six months ended this day, more than 1300 labourers have been constantly employed on the earthwork and masonry of the line of railway, being, in proportion to its length, as great an amount of labour as has been applied to any of the lines now or recently in progress.

The directors have the satisfaction to state that the whole of the brickwork, with the exception of two of the bridges, will be finished by the early part of next month. With respect to the earthwork, the whole of it may be completed in about eight weeks from the present time.

The ballasting of the line and the permanent way have been for some time in progress, and will also be very considerably advanced by the end of October.

The line of railway to Brighton and Dovor, more particularly that portion which extends from Croydon-common (the point of junction with the Croydon Railway) to Mertsham, by which the Croydon Railway will obtain the combined traffic of Kent, Surrey, and Sussex, is in active progress.

With regard to the traffic, and consequent income upon the capital invested, calculations derived from parliamentary and other returns were laid before the shareholders at the general meeting in April last.

On all occasions, however, the directors and the principal proprietors have considered it sufficient to state, that the Croydon Railway, the station of which is in Tooley-street, next London-bridge, is a main trunk line, connecting London (by its junction with the Dovor and Brighton Railways) with the counties of Kent, Surrey, and Sussex, and with the southern coast from Deal and Dovor to Brighton and Worthing; by its line from London to the south it gives a rapid means of communication to all other parts of the country from which railways are now in progress terminating in the metropolis.

The London and Croydon Railway will therefore have the traffic incident to a main line, and the increase also which the speed of locomotive engines has been observed to produce on all other main lines of communication.

By order of the Directors, R. S. YOUNG, Sec.

ABNEY PARK CEMETERY COMPANY—For the CITY OF LONDON, FINSBURY, and the TOWER HAMLETS.

(To be incorporated under the provisions of the Act 1 Vict., c. 73).

Capital £35,000, in 3500 Shares of £10 each.

DIRECTORS.

Chairman—Mr. Alderman Kelly.

Deputy-Chairman—T. M. Coombs, Esq.

The Rev. F. Sherman. | J. Foulger, Esq.
George Bishop, Esq. | John Hosking, Esq.
W. Chippindale, Esq. | J. J. Luntley, jun., Esq.

AUDITORS.

William Morgan, Esq., D.C.L. | Hull Terrell, Esq.

BANKERS—Messrs. Hankey, Fenchurch-street.

STANDING COUNSEL.

Mr. Serjeant Talfourd, M.P. | R. D. Craig, Esq.

SOLICITOR—Messrs. Winter, Williams, and Williams, 16, Bedford-row.

ARCHITECT—William Hosking, Esq., F.S.A.

SECRETARY AND REGISTRAR—Mr. George Collison.

OFFICES—No. 17, Paternoster-row.

Abney Park is situated on the northern extremity of the village of Stoke Newington, at the foot of Stamford-hill, and comprises the manor-house and grounds to the extent of upwards of thirty acres. The land is intersected by avenues of ancient trees, and the soil is in every respect adapted to burial purposes.

The amount of the shares will be called for in Five Instalments, of £2 each; and the First Instalment will be required when the shares are allotted. Interest, after the rate of £4 per cent. per annum, will be allowed and paid to all shareholders upon their instalments, from the date of payment until the cemetery is opened.

The directors think it right to state, that although the late calamitous occurrence in the churchyard of St. Botolph, Aldgate, has more deeply impressed the public with the necessity of extra-mural cemeteries, the formation of this company is not the result of an event so recent.

The arrangements for the purchase of the Freehold of Abney Park, the necessary surveys of the soil, the calculations as to the probability of fair returns to shareholders, and the details of the constitution of the company, have occupied the careful attention of the Board for nearly the last twelve months.

The Directors also state that, in consequence of the numerous and respectable applications for shares already received, they have determined to allot the shares on the 8th day of October next.

Applications for shares, until the 6th October, may be addressed to the Directors, under cover, to the Secretary (if by letter, post paid), at the Offices, 17, Paternoster-row, where Prospectuses may also be obtained.

ABNEY PARK CEMETERY COMPANY.—The SHARES in the capital stock of this company will be ALLOTTED on the 8th day of October next.

By order of the board.

GEORGE COLLISON, Sec.

Abney Park Cemetery offices, 17, Paternoster-row, Sept. 26.

PROSPECTUS OF

HANCOCK'S PATENT SAFETY STEAM-BOILER AND LOCOMOTIVE-ENGINE MANUFACTURING COMPANY, for the manufacture of PATENT SAFETY BOILERS applicable to steam vessels and steam carriages of all kinds, and improved locomotive-engines for railways and common roads, secured by letters patent.

Capital £300,000, in 15,000 shares of £20 each. Deposit £2 per share.

The following are a few of the advantages of Mr. Hancock's inventions:—

The generation of steam with much less intensity of heat and a consequent saving of fuel, with greatly diminished wear and tear of the boiler itself.

It is also fixed independently of the engine, and may be detached therefrom, and replaced by another boiler in the space of half an hour, and occupies much less space than any other boiler of equal power. Beyond this, it is absolutely safe, and free from the possibility of the awful dangers arising from explosion.

For the merits of Mr. Hancock's boilers, it is only necessary to mention that John Farey, Esq., one of the most eminent engineers of the day, bore testimony to their superiority over all others before a committee of the House of Commons (relative to steam carriages) in 1829, since which great improvements have been made by the patentee.

The liability of the shareholders will be limited to the amount of their shares, and as it is desirable to commence operations with as little delay as possible, the company will be considered formed as soon as one half the shares have been taken. The deposit of £2 per share to be paid on the allotment. No call will be made of more than £2 per share, of which three months' notice will be given.

Applications for shares or prospectuses to be made to the directors (if by letter, post paid) at Messrs. Broughton and Meyrick's offices, 5, Falcon-square, Aldersgate-street.

STANDARD of ENGLAND LIFE ASSURANCE COMPANY.

8, King William-street, City, and Regent-street, London.

CAPITAL—ONE MILLION.

DIRECTORS.

The Right Hon. The EARL OF CAVAN.

W. Cory, Esq. | Major-General Christopher Hodgson, E.I.C.
William Davis, Esq. | J. Cuthbert Joyner, Esq. | W. J. Richardson, Esq.
Lawrence Dorgan, Esq. | Henry Lawson, Esq. | Frederick T. West, Esq.
William Gunston, Esq. | J. Barrett Lennard, Esq. | George Whitehead, Esq.

MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE. Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium—twenty years' scale.

Age.	Annual Premium for £, payable during First Five Years.	Second Five Years.	Third Five Years.	Fourth Five Years.	Remainder of Life.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
15	0 19 4	1 3 5	1 7 11	1 13 1	1 18 10
25	1 3 6	1 8 7	1 14 5	2 1 4	2 9 7
35	1 10 4	1 17 2	2 5 6	2 15 8	3 8 4
45	2 4 6	2 14 8	3 7 4	4 3 6	5 4 3

By order of the Board of Directors,

W. WRIGHT, Secretary.

LAW INTELLIGENCE.

LONDON AND BRIGHTON RAILWAY COMPANY.

SESSIONS HOUSE, NEWINGTON—SEPT. 19.

A Court of Compensation on behalf of this company was held as above, when several important cases were disposed of. In the first case, a gentleman named RAVEN demanded compensation, but the company did not dispute the claim, and a verdict by consent was taken for 600*l*. Sir CHARLES BLOUNT, the member for Lewes, was the next claimant. He claimed the sum of 1430*l*. for the damage that would be done to different parts of his property at Croydon by the railroad. It appeared from the evidence that the property consisted of a mansion and about 150 acres of land. The railway, it appeared, completely severed the property, and took from it nearly four acres of land. The company had offered 500*l*., but this amount was refused. Messrs. BLAKE, GRANTHAM, and EDWARDS, surveyors and auctioneers, were called on behalf of the claimant, and they stated that, in their opinion, the property would be injured to the amount claimed. Mr. DRUMMOND, Sir Charles's solicitor, was also called, and he proved the amount from tenants who held some portion of the property. Sir W. FOLLETT, on behalf of the company, contended that the amount claimed was enormous; and that the severance of the property was not of great importance, since it only divided the different lettings. No witnesses were called on behalf of the company, and the jury, after a short deliberation, returned a verdict for the claimant for the full amount.

COMMERCIAL RAILWAY COMPANY.

SHERIFFS' COURT—SEPT. 22.

TARBUCK *v.* THE COMPANY.—The plaintiff in this case claimed the sum of 455*l*., the value of two houses belonging to him, and the sum of 120*l*. for the anticipated injury that would be done to two other houses belonging to him, and which would be deteriorated by the works of the railway. The defendants offered 320*l*. in satisfaction of the former claim, and denied the right of the plaintiff to compensation for any prospective damage. On evidence being tendered to prove the latter claim, Mr. HILL, for the defendants, objected to its being received, on the ground that no action could lie for damages that might accrue in future; in furtherance of this opinion he cited several cases in point. Mr. JONES, for the plaintiff, contended that he had a right to compensation now. The UNDER-SHERIFF decided that the right to call for damages for an anticipated injury did not exist, and that when the injury accrued the plaintiff had his remedy at law. After hearing evidence as to the value of the property, the jury returned a verdict, damages 360*l*.

SHERIFFS' COURT—SEPT. 24.

POCKLINGTON *v.* THE ABOVE COMPANY.—In this case the claim altogether was 1723*l*., and included a sum of 120*l*. for law and other charges, the first time ever inserted in a claim. The company offered 600*l*. in court. After hearing counsel and evidence, the UNDER-SHERIFF summed up the case, and the jury, after a very short deliberation, assessed the damages at 550*l*., which is 50*l*. less than that offered by the company, and, under the circumstances stated, 1173*l*. below the original claim.

GALLIERS *v.* THE SAME COMPANY.—Here the claimant carries on the business of what is termed a plant broker, which means one who buys and sells the property of brewers, distillers, dyers, &c., and which is technically called the "plant." For the lease of his premises he had claimed 1300*l*., but accepted 750*l*., and he now sought 674*l*. for loss of trade and removal. The UNDER-SHERIFF summed up, and the jury gave for goodwill and removal, 440*l*. The total claim was 1982*l*., and the sum awarded was 1218*l*. altogether.

STEAM-BOAT ACCIDENTS.

A meeting was lately held at Newcastle-on-Tyne, the Mayor in the chair, when a series of resolutions were passed, having for their object the expression of public opinion of the necessity of having inspectors of steam-boats, and granting licenses; whilst the meeting deplored the lamentable accidents which have lately occurred in the north. A subscription was on the occasion entered into for Grace Darling.

We are glad to find that the attention of the Government of the United States has been directed to the subject, as will appear from the following synopsis of the new American steam-boat law, which we extract from the *New York Morning Herald*, doubting not but that our own Government will see the indispensable necessity of pursuing a similar course.

Section 1—Requires all vessels propelled in whole or in part by steam, to take out before the 1st of October next a new license, subject to the conditions hereafter.

Section 2—Prohibits all vessels propelled as above, from transporting passengers or goods "in or upon the bays, lakes, rivers, or other navigable waters of the United States," after the 1st of October, without such new license. Penalty for non-compliance, 500 dollars—for which a boat may be proceeded against summarily.

Section 3—Authorises the district judge to appoint competent and faithful persons to inspect hulls, boilers, and machinery of every steam vessel, whenever requested so to do by the master or owner thereof; which inspectors are to furnish duplicate certificates of their inspection, and to take an oath faithfully to discharge their duty. No one to be appointed who is interested in the manufacture of steam-engines or machinery.

Section 4—Requires the person appointed to inspect the hull of any steam-boat, to state in his certificate the age of the boat, when and where built, and how long it has been running; and also whether the vessel is, in his opinion, sound and seaworthy. Fee, five dollars—to be paid by the owner or master.

Section 5—Imposes the same duties on the person required to inspect the boilers; the certificates to state the age thereof, and whether sound and fit for use. One copy of the certificate to be delivered to the collector, the other to "be posted up, and kept in some conspicuous part of the boat." Fee as above.

Section 6—The inspection under the 4th section to be made once a-year, that under the 5th section twice a-year—the certificate of such inspection to be delivered by the owner or master to the collector, incurring penalties if running without a license. A "competent number of experienced and skilful engineers" to be kept by the owners on board every boat; and for neglect of doing so, the owners and masters liable "for all damages to the property of any passenger on board, occasioned by explosion or by derangement of the machinery."

Section 7—Requires, under the penalty of 200 dollars, that whenever the boat stops for passengers, freight, or fuel, the safety-valve shall be opened, so as to keep the steam down in the boiler as near as practicable to what it is when the boat is under head-way.

Section 8—Requires, under penalty of 300 dollars, boats navigating the lakes or the ocean, if not over 200 tons, "to carry two long-boats or yawls, each competent to carry at least twenty persons;" large steamers to carry at least three such yawls.

Section 9—Requires, under like penalty, all steamers referred to in section 8, to carry with them an engine and suction-hose in good order, and to use iron roads or chains instead of tiller ropes.

Section 10—Requires steam vessels running between sunset and sunrise to carry lights. Penalty, 200 dollars.

Section 11—All penalties to be sued for in the District Court where the offence occurs, or where the owner or master resides. One half for the informer, the other for the United States.

Section 12—"Every captain, engineer, pilot, or other person employed on board a steam-boat," through whose negligence, misconduct, or inattention, life is lost, shall be deemed "guilty of manslaughter," and upon conviction, be sentenced to confinement at hard labour for not more than ten years.

Section 13—In all actions against steam boat owners or masters, the "bursting of a boiler, collapse of a flue, or injurious escape of steam," shall be taken as "full *prima facia* evidence, sufficient to charge the defendant, or those in his employ, with negligence, until he shall show there was no negligence by him, or those in his employment."

THE FORFARSHIRE STEAMER.—Mr. Just, the manager of the company to which the ill-fated *Forfarshire* belonged, has addressed a statement, accompanied by certain affidavits, to the editor of the *Dundee Chronicle*, for the purpose of exonerating the directors and himself from the blame which has been cast upon them by many erroneous statements that have appeared in the public journals, by proving that the boilers and machinery were in good working condition, and that the casualty must have occurred from one of those accidents which it is impossible for human prudence at all times to guard against. We, however, much doubt the correctness of the managers opinions.

COALS NEAR CHELTENHAM.—After all the laughter promoted by the interested against the possibilty of finding coals in the Forest of Dean, the company have had the pleasure of hitting upon a seam of the finest quality, of more than six feet thick, at a comparatively small distance from the surface of the earth. This most useful and hitherto expensive article of domestic consumption will now be sold at a low price in the town.—*Cheltenham Chronicle.*

SUNDERLAND SHIPPING.—On a single day, Tuesday last, six large ships were launched into the Wear, on the banks of which 105 sail are now building. Besides large importations of plank, &c., ready for ship-building purposes, the services of 200 pairs of sawyers are found necessary to supply the demand for building materials.—*Sunderland Herald.*

CONVEYANCE OF MAILS ON RAILWAYS.

We have received several communications complaining of the proposed alteration in the time of the departure of the day mails from London by railway to Birmingham, Manchester, Liverpool, Dublin, and all the intermediate towns on the road. It is stated that on and after the 1st of October next the mails to the above-mentioned places, which now leave London at eight o'clock in the morning, are to be detained till eleven o'clock. We were at first inclined to believe that our correspondents had been led into some mistake, but on inquiry we find that their information is but too true, and that the Post-office, instead of accellerating the mails, are about to retard them, and deprive them of the advantage which every other mode of conveyance has gained by the opening of the railway throughout from London to Birmingham. To understand the matter fully, it is necessary to state, that on the partial opening of the London and Birmingham Railway the mails were conveyed by railway to Denbigh-hall, and thence to Rugby by coaches and horses. At Rugby they were again placed on the railway and conveyed to Birmingham, whence they were forwarded to their respective destinations by the Grand Junction Railway. At Liverpool and Manchester they arrived the same night, about half-past eleven o'clock, an hour too late for the delivery of letters or newspapers. The delay created by the conveyance of the mails from Denbigh-hall to Rugby by coaches might now be avoided by the opening of the London and Birmingham Railway throughout. The morning eight o'clock train from London is to arrive in Birmingham about two o'clock. The mails, if sent by that train, could be forwarded, according to the present arrangements, at half-past two o'clock, and would reach Liverpool and Manchester the same evening at seven o'clock—an hour which would admit of the letters and newspapers being delivered without the delay of a night intervening. If this proposal of the Post-office to delay the departure of the mails till eleven o'clock in the forenoon is persisted in, all the advantage that might be obtained by the railway is completely thrown away. The three hours' delay will prevent the mails arriving at Liverpool and Manchester till eleven o'clock at night; the letters and newspapers will be then detained in the Post-office, as at present, till the next morning; and, in fact, after all the benefits expected from the railway, the public will only obtain their letters and newspapers at the same hour that they did when they were forwarded by the morning coaches to Birmingham, and thence by the cross mail to Liverpool and Manchester. It has been urged that the delay of the mails till eleven o'clock has been to enable merchants in London to answer their correspondents' letters on the same morning that they are received; but even that argument is without the slightest foundation. The delay of the mails to eleven o'clock will prevent the letters being delivered at Liverpool or Manchester the same evening, and letters sent by the night mail from London will reach both those towns within an hour or two of the delivery of the letters which arrived the preceding night by the day mail. It is scarcely possible to believe that a plan more injudicious, more mischievous, or more calculated to thwart and prevent all that might be accomplished by railway communication could be conceived. We earnestly hope that the merchants and manufacturers in every town and district affected by this unwarrantable sacrifice of time will meet and express their opinions in a manner not to be misunderstood even at the General Post-office.

We subjoin an extract from a Dublin paper, which will show how the subject is estimated there:—

[*From the Dublin Evening Mail*].

RAILWAY COMMUNICATION BETWEEN LONDON AND DUBLIN.

"Her Majesty's ministers have shown no neglect of Ireland whenever the question was a political one, the agitation of which might be turned to their own advantage; but in any matter wherein the real interests, prosperity, or commercial accommodation of this country were concerned, we tax them not only with indifference and neglect, but contempt and discountenance. A flagrant instance of this is now laid before us in the following letter from the office of Messrs. Johnston and Co., of Eden-quay. It appears from this that Ireland is not to share the benefit of the communication by railway between London and Liverpool, as far as the Post-office arrangements are concerned. For though it was reasonably expected, and could have been readily arranged, that the London morning mail should have continued to be dispatched at eight o'clock a.m., and have thus reached Liverpool in sufficient time to have brought the communication between the two capitals within the space of four and twenty hours, it is not to be dispatched until eleven o'clock: nor will the London Post-office condescend to grant to the Irish the advantage of two additional hours for the posting of letters, which must still be delivered in the Post-office receivers at not one minute latter than the now appointed time.

"Brother Bull, we tell you candidly, and as a friend, this will not do. You must make your ministers do their business, or turn them out. United with you, for better for worse, we must have our fair share of accommodation and advantage. 'Justice for Ireland,' or else—

"TO THE EDITOR OF THE DUBLIN EVENING MAIL.

"*Express Newspaper office, Eden-quay,*
"*Monday Morning, Sept.* 17, 1838.

"SIR,—Doubtless you are aware that the London and Birmingham Railway opens the whole way this day; accordingly we were desirous, in our capacity as newspaper agents, of learning what the advantages to the Irish public would be in consequence. Judge, then, of our surprise, at being informed (which we hasten to communicate to you) by our London correspondent, that no alteration, as regards Ireland, will at present take place—that the morning mail from London, dispatched hitherto at nine o'clock a.m., will not leave till eleven o'clock a.m., as the following official states:—

"'*General Post-office, Sept.* 15, 1838.

"'SIR,—Since I saw you this day I have ascertained that the directors of the Birmingham Railway have not provided for the nine o'clock dispatch, according to their contract with the Post-office, and that consequently the day mail must be dispatched from the Euston station on Monday next, at eleven o'clock a.m.

"'I am, Sir, your obedient humble servant,
"'W. L. MABERLEY, Secretary.'

"Our correspondent further adds—'It is not intended by the Post-office to have a morning packet from Liverpool, nor to take one off the Holyhead station. I had an interview with Colonel Maberley himself of full a quarter of an hour; another thing is, although the departure of the mail is postponed two hours later, they (the Post-office) will not receive letters one minute later than they do at present.'

"These facts we beg to draw your attention to, and remain, with much respect, Sir, your obedient servants, "JOHNSTON and Co."

FOREST OF DEAN.—An improvement has been effected by two recent Acts of Parliament in the condition and prospects of the miners and possessors of land in Dean Forest. These statutes, although they annul some ancient rights, or presumed rights of tenure, empower commissioners to define boundaries (which have long been a source of dispute), and enable the landholders, at a merely nominal price, to purchase and possess, as freehold estates, to which heretofore they could not make a "marketable" title. The uncertain tenure of property hitherto existing is doubtless the sole cause which has prevented the application of capital on a large scale to agricultural and mining purposes in the forest. From the removal of this impediment a rapid and large improvement is anticipated in the wealth and importance of that district.—*Felix Farley.*

CARMARTHEN.—The Lords of the Treasury have constituted Carmarthen a separate and independent port. A memorial, numerously and respectably signed by the shipowners and merchants of Carmarthen, was forwarded to government a short time ago, detailing the inconveniences to which the commerce of the place was subject by its being a creek to Llanelly. The result has been the erection of Carmarthen into a separate and independent customs station. This arrangement has given great satisfaction to the Carmarthen mercantile interest.—*Cambrian.*

MERTHYR TYDVIL.—Up to 1775 Merthyr Tydvil was an inconsiderable village. In that year a Mr. Bacon obtained a ninety-nine years' lease of the minerals in a tract more than eight miles long by four wide, at a yearly rent of 200*l*. Within thirty years he obtained, it is said, by subletting it in four portions, an income of 10,000*l*. An enormous capital has been invested, and enormous fortunes have been made by the lessees; although the iron trade, like others, has of late been subject to fluctuations and losses. In 1836 the Cyfartha works alone set out, I was told, 31,000 tons of iron. Merthyr is the head quarters of the iron manufacture, which extends, however, into the hills, both to the east and west, and has created a large population and a great demand for agricultural produce, where fifty years ago there was nothing but mountain farms and scattered cottages. The population of the parish of Merthyr increased from 7700 to 22,000 between 1801 and 1831.—*Welshman.*

THE LATE EXPLOSION AT NEWTON.—We regret to learn that since our last two other persons have died from the effects of the late melancholy accident at the Viaduct Foundry, at Newton, making nine in all; and another now lies without hope of recovery.

THE SULPHUR CONTRACT.

We have been favoured by a correspondent with the following copy of a letter from Messina, dated 18th August, 1838:—"In the article of brimstone, our shipping from the 1st of January to the 31st of July, was 1,023,617 cantars, or about 80,000 tons—this is about our annual export. The remaining months of this year have been anticipated during the last three months, and we expect on January 1st, 1839, both England and France will still possess about ten months' consumption, without another ton more beyond what is now on its way, and the 95,000 cantars, or 7000 tons now deposited at Malta. There was hot work on the south coast during July; from Licata alone they shipped off in July 184,534 cantars, equal to 14,195 tons. In the calculation of exports for the last seven months there is no return from Terra Nova, Palermo, or Secuhana, so that the whole exports can be little less than 1,100,000 cantars, or 85,000 tons—a pretty trade to give over to Messrs. Taix, Aycard, and Co.!"

We are given to understand that the monopoly of the trade in sulphur, recently granted by the Neapolitan government to a private company of Frenchmen, has become already so unpopular in Sicily that it is doubtful whether the foreign adventurers will not find their bargain so unprofitable that the contract will probably fall to the ground. This is a termination of this monopoly which is much to be desired, not only for the interests of the manufacturers in this country and in France, by whom sulphur is so extensively used, but still more for the interest of the people of Sicily, upon whom the ruin of the sulphur trade must so severely press. Sicily, with the greatest natural advantages from soil, climate, and situation, in the centre of the Mediterranean, has yet the poorest, and, perhaps, the most degraded population in all the European states—the fruit, in a great measure, of the monopolies, which crush all industry, and leave the population a crowd of beggars and slaves. The procuring and exporting of sulphur is almost the only important branch of enterprise and employment for the labouring population which remained to this island, and this has now been subjected to the same monopolising hands with the rest. The distress of the population, it is argued, will be greatly aggravated, should this contract be carried into full operation, as the greater part of the mines will be closed, and the miners consequently be left unemployed. —*Chronicle.*

On the following morning the annexed letter was addressed to the Editor in reference to the above paragraph:—

"SIR,—As you have inserted a paragraph in your newspaper relative to brimstone, we think it right to put you in possession of a fact, the correctness of which we can vouch for.

"The contractors were latterly sent for by the King of Naples, who has personally declared to them that he regarded the treaty in every respect so beneficial, that, if he had to reconsider it, he should approve of its contents without introducing any modification; and for your information we give you an extract in French of our correspondence.

"We are, Sir, your obedient servants, "C. D. & Co."

EXTRACT.

"Un article de journal annonçait qu'il y avait des difficultés dans l'exécution du contrat en Sicile. J'ai été chez . . . . qui m'a dit que c'etait un faux bruit; qu'il était vrai que les contracteurs avaient été mandes chez le roi; mais que cela avait été seulement pour leur déclarer *lui même*, qu'il regardait le traité tellement convenable sous tous les rapports, que si l'affaire était a refaire, il approuverait toutes les dispositions sans trouver a y introduire aucune modification."

We expressed no doubt of the validity of the sulphur contract granted by the Neapolitan government to a company of Frenchmen, but reiterated merely the impression felt generally in the city, that it would not work, from the opposition it would experience from the natives, as well as from all persons who have to make use of sulphur in any way, and that it had indeed already become extremely unpopular in Sicily, where it was clearly seen it would soon deprive the people of their almost only occupation and trade. Sicily supplies nearly all the world with sulphur, and is the only place whence it is obtained; so that it is, in fact, absolutely necessary that the monopoly of this necessary article in many important branches of commerce should be watched with the utmost jealousy, and every exertion made to counteract the present contract, which would otherwise have a very prejudicial effect, especially in this country and France, where it is used in large quantities. The consumption of brimstone annually in England is 36,000 tons, and 40,000 tons in France, and the value of it has not exceeded 7*l*. per ton; but by the present monopoly the price, it is admitted on all hands, will be doubled, viz., 14*l*. per ton. The effect of this will moreover be almost immediately felt, for the stock in hand does not much exceed six months' consumption, and after that is used it must of course be demanded of the monopolists. The stock in Liverpool and London is about 13,000 tons at each place, and at Malta there are 2500 tons belonging to a Glasgow house, the present contractors with the Neapolitan Court having purchased up all the rest previous to concluding their treaty. It is obvious, therefore, that the merchants of this country and France ought at once to use every endeavour either to upset the contract in question, or to find a substitute for sulphur, if it cannot be procured elsewhere; for although the King of Naples may regard the monopoly as desirable, they will soon find that their interest will most materially suffer, and that they are paying an exorbitant price for the aggrandisement of a few individuals. There is an impression that sulphur could be procured in considerable quantity in Guadalupe, and we believe that measures on this head have already been taken. The monopoly of the sulphur trade will be acutely felt in England, and no steps should be left untried to remove the difficulty which the carrying out of the present contract will occasion. It is to be hoped, however, as we have before stated, that the feeling against it in Sicily will be too powerful to allow it to go on.

QUICKSILVER.—The stoppage to the exportation of quicksilver by the packets to Mexico, and the great damage which must result from the want or the scarcity of that article to the mines there, which are so extensively worked with capital supplied by companies in this country, have given rise to much complaint among those interested. Letters from Falmouth notice, that the orders of prohibition from the Admiralty had been strictly enforced by the captain of the port. It was considered singular that no objection was taken of the export before the sailing of the last packet. Several of those preceding had embarked large quantities, the landing of which does not seem to have been impeded, or even protested against, by the commander of the French blockading squadron. An extraordinary degree of misunderstanding, or want of communication, appeared to exist on the subject between the Admiralty and the Foreign-office, for at the very time that Lord Palmerston, on the day before the session closed, was stating in reply to certain questions of Alderman Thompson, that the French Government would allow the packet to ship specie from Mexico, but had refused permission to freight with quicksilver or any other article of merchandise, the Admiralty had not interfered, and were not interfering, to prevent the shipment of that particular commodity. But shortly afterwards, it is understood, certain explanations passed between the two departments, the result of which was an order from the Admiralty to Falmouth not to admit quicksilver on board the packets.—*Times.*—[Respecting the orders from the Admiralty forbidding the exportation of quicksilver in the packets from Falmouth to Mexico, it appears that the proceeding has been adopted in consequence of the obligation which the British Government is under to act strictly up to the letter of the law of blockade. The French authorities have never yet given a *formal* permission to the introduction of quicksilver to the Mexican ports, the packets having been licensed to bring home specie alone: and as quicksilver is merchandise, and there is no authority for carrying anything answering to that description, it follows that there would be the hazard of the packets being condemned as carrying on a traffic contrary to the obligations of the French blockade. There is certainly not much probability that such an occurrence would take place, and for some months quicksilver was sent out in the packets unnoticed by the French; but upon the attention of the authorities of the Foreign-office being drawn to the irregularity of the proceeding, it has been considered to be only consistent with prudence that the shipments of quicksilver should be stopped. Either, therefore, the owners of the quicksilver which has been left at Falmouth, and of that which may be required to be shipped at any future period, during the continuance of the blockade, must apply to the French government for a license for its importation into Mexico, which, in all probability, could very readily be obtained upon showing that English interests would materially suffer from the cessation of supplies; or otherwise the parties must be contented to wait for the removal of the blockade, which it is thought, we are glad to find, is not so far distant from a pacific arrangement as appeared a short time since].

PROCEEDINGS OF PUBLIC COMPANIES.

PENRITH AND CARLISLE RAILWAY.

The following is the report of the committee appointed at a public meeting, held at the New Crown Inn, Penrith, on Tuesday, the 7th of November last, the Lord Lieutenant of the counties of Cumberland and Westmoreland in the chair, for the purpose of adopting such preliminary measures as might be deemed most likely to promote a line of railway by Penrith.

REPORT

It was resolved, that the committee be instructed to open such correspondence with the directors of the Grand Junction Railway Company, and adopt such measures as might be deemed most likely to promote the success of the above line, with authority to engage Mr. Locke, or some other eminent civil engineer, to make the necessary surveys.

The committee, in compliance with this resolution commenced a correspondence on the subject, and Mr. Locke strongly recommended that previous to his viewing the country through which the proposed line of railway would pass, a surveyor should be engaged to take levels and fix the best and most practicable line; and acting upon this suggestion, Mr. Larmer, of Carlisle, was engaged to make sections, which were forwarded to that gentleman, in compliance with his recommendation.

A proposal having been made by the Kendal Railway Committee to join in the expense of employing Mr. Locke to examine and report upon the surveys made by Mr. Larmer, and Mr. Bentley their surveyor, the committee deemed it advisable to agree to the proposition. Mr. Locke subsequently made a personal survey, and in July last forwarded his report, which is now before the public; and in drawing their attention to the line between Penrith and Carlisle, he remarks that it is "common ground and possesses such local advantages as to require a separate notice." He then states, "that the Newcastle and Carlisle Railway has opened a valuable coal-field, from which the town of Carlisle, and a considerable portion of the north of Westmoreland, is supplied; that it would be very advantageous to Penrith and the surrounding district, to obtain coal by a less expensive mode than carting; and since coal is much used, and as the district abounds with other minerals, there seems great reason to expect that the establishment of a railway would produce a great increase of trade to that which already exists."

Mr. Locke then adds, "I look upon the formation of this line as a fair and legitimate undertaking, and as I believe it will hereafter form a link of the great north and south railway, there seems little doubt of its affording a fair return for the outlay.

"The ground is very favourable, and although from the section there appears one or two deep cuttings, yet on a more careful examination of the ground, they may, I think, be reduced. To this object you will of course direct Mr. Larmer's attention.

"Of the cost, I should say it would require from 8000*l.* to 10,000*l.* per mile, depending on the contingency just alluded to, and on the cost of the land, of which I am not able to judge.

"On the whole, I am favourable to the construction of this line, because there is every reason to believe that it will be remunerative; it will form the beginning in the northern district of the greater scheme, and as I believe this link will develope many sources from which a railway gains support, it will urge parties to progress by degrees, until the whole line is fully accomplished."

The attention of the committee has consequently been attracted to the remarks in this report as to the line between Penrith and Carlisle, and as the necessity for improving the present modes of conveyance between these towns is greater than on most other lines, and the outlay less in comparison to the benefits to be conferred, it has become a very important question for the committee, whether the inhabitants of the town above stated, and their adjacent districts respectively, as well as the public in general, are sufficiently impressed with the great advantages of such an improved mode of communication; and in order to ascertain with greater certainty the amount of traffic, &c., upon the proposed line, a sub-committee was appointed, and after very minute inquiries, they submit the following as the result of their labours:—

	Per Annum. £	s.	d.
Carriage of merchandise	1,092	0	0
Coke for lime kilns, breweries, &c	1,000	0	0
Timber	208	13	0
Horses, cattle, sheep, lambs, pigs, &c.	406	16	9
Transit of corn both ways	120	0	0
Lead	275	0	0
Bones for manure, pots, and glass	150	0	0
Coals	8,000	0	0
Coaches, carriages gigs, carts, &c.	2,196	0	0
Passengers	3,402	0	0
Parcels	192	0	0
100 per cent. on passengers	3,402	0	0
Producing a revenue of	£20,444	9	9

It is to be observed that in this calculation no allowance is made for the following articles—namely, blue, slate, flags, stone, lime, wood, &c., from this vicinity to Carlisle, goods now sent from London *via* Stockton, together with various descriptions of agricultural produce, which will give a considerable source of profit, and taken collectively cannot amount to less than from 2000*l.* to 3000*l.* per annum.

The calculation of the consumption of coal is made only for domestic purposes; but the committee have every reason to presume, from information derived from men of experience, that a much larger quantity will be consumed for the burning of lime; a very considerable district of the northern part of Westmoreland being in great need of cheap fuel for that purpose.

Since the opening of the Grand Junction Railway to Warrington, and the Newcastle and Carlisle, the increase of passengers has exceeded any calculation which could have been previously made; and although only 100 per cent. is here added, the increase upon both these railways has been fully equal to 1000 per cent!!! Mr. Locke, in referring to this line, states that the cost will be from 8000*l.* to 10,000*l.* per mile for a double line—with respect to this important part of his report, it is presumed, that although a double line of rails may ultimately be necessary, a single one may at present be sufficient, and would at the smaller sum for

	£	s.	d.
17½ miles cost, including engines, &c., amount to	150,000	0	0
The estimated income (exclusive of the traffic in the valuable articles above enumerated)	20,444	9	9
From which deduct for wear and tear, clerks, wages, stations, &c., something more than one-third of the receipts	8,500	0	0
	11,944	9	9

thereby showing a reasonable prospect of the line paying at least 8 per cent. interest.

The committee, therefore, in conclusion, consider it unnecessary to state, that economy in time is economy in cash, and that a well conducted and efficient railway between Penrith and Carlisle, must supersede all present means of transit and conveyance, and be of the greatest consequence to all classes of society. Actuated by this impression the committee beg to recommend the project to the consideration of the public, at a meeting fixed to be held at the George Inn, Penrith, on Tuesday, the 9th day of October next. Signed on behalf of the committee,

E. W. HASELL, Chairman.

ULSTER RAILWAY COMPANY.

The annual meeting of this company was held at the company's rooms, Commercial Buildings, Belfast, on Thursday, the 13th inst.

JAMES GODDARD, Esq., in the chair.

The following report was read from the directors:—

REPORT.

The directors of this company have the satisfaction of informing the proprietors, that during the twelve months which have elapsed since the last general meeting, the progress of the undertaking has been, on the whole, highly satisfactory.

In the last report to the proprietors, it was stated, that a premium had been offered to the contractor, if the line were finished, so as to open for the conveyance of passengers, as far as Lisburn, on the 1st of September inst., being eight months within the time specified in his contract. From the extreme wetness of the weather, however, during the past summer, the works have been so retarded, particularly in the heavy excavations, that they are not now expected to be completed before the spring of 1839.

The delay in opening the line will, the directors think, prove the reverse of prejudicial, as the effect of a second winter's rain will serve so materially to consolidate the new embankments, as to ensure their permanence, and prevent the chance of accidents from their sinking, which have occurred in some of the English lines, where too much hurry has been exercised in this particular. Besides, from the extraordinary pressure of business with the English manufacturers, the directors found it impossible to effect a contract for the delivery of the requisite number of locomotive engines sooner than the month of March next.

After minute inquiry, and ample proof of the superiority of the plan, the directors determined to adopt longitudinal bearings of wood, in laying their rails, in place of using stone blocks and transverse sleepers. A great saving in the first cost of constructing the line will thus be effected, and a very considerable annual one will also be insured in the wear and tear of engines, &c. In pursuance of the recommendation of the Irish Railway Commissioners, a guage of 6 feet 2 inches will be used as a breadth of way between the rails.

Nearly all the iron rails and timber required to complete a single line to Lisburn, have now been delivered, and the latter has undergone Kyan's patent process for preventing dry-rot.

Engagements have been entered into with some of the first manufacturing houses in England for locomotive engines and carriages; and contracts made, for erecting the entrance front and requisite buildings at the Belfast station, to be completed in December next.

On an application made by the directors, in November, 1837, to the Board of Works, for a loan of public money to this company, the commissioners sent Mr. Owen, their engineer-in-chief, to inspect the Ulster line; and, on his subsequent report, they, as far back as February last, recommended a loan of 40,000*l.* on the works of the first section of the line to Lisburn.

Although the directors hope that the Lords of the Treasury will shortly carry the recommendation of the commissioners of public works into effect, they have hitherto been unable to obtain a direct pledge on the subject as to time.

In compliance with the wishes of the general meeting of last year, as well as in accordance with their own conviction of the propriety of carrying on the line, with all possible dispatch, to Portadown, the directors lost no time in obtaining possession of the land required, between Lisburn and that town, a distance of eighteen miles; the entire sum paid for which was 22,819*l.* 7*s.* 9*d.*, which includes all consequential damages, and the cost of opening two approaches to the railway station at Lisburn, from the main street of that town, through Antrim and Jackson-lanes.

Immediately after getting the land into their possession, the directors advertised for contracts, to continue the line to Lurgan, divided into two sections; but at the time appointed for receiving tenders, in May last, they were obliged, reluctantly, to postpone these contracts from the unexpected delay in obtaining the assistance from Government, on which they had so confidently relied; their own funds, including all at present called in from the proprietors, say 10*l.* per share, being barely sufficient to complete and open the line for traffic to Lisburn, and pay for the purchase of land from thence to Portadown—all which must be done within a limited time.

The directors feel happy in announcing to the proprietors that their line has obtained the favourable notice of the Irish Railway Commissioners; who, after having had the plans, sections, &c., connected with it, submitted to them, have, in their last report, declared their intention of adopting it as part of the main line recommended by them for connecting Dublin and Belfast, by way of Navan and Armagh.

The directors beg to assure the proprietors, that no exertion on their part shall be wanting to obtain the assistance of Government, in prosecution of this legitimate and well-founded enterprise—an assistance to which they consider it justly entitled, from its admitted national utility, in opening up, by an improved system of internal communication, one of the most populous portions of the empire; the employment thereby given to a large number of the labouring and poorer classes (in a season when the prices of provisions are unusually high); and from the acknowledged security that will be afforded for the amount of public money that may be required.

At the same time, the necessity of responding promptly to the calls made by the directors, is most earnestly submitted to the good sense of the shareholders.

The directors have hitherto refrained from the disagreeable step of resorting to law proceedings against those proprietors who are in arrear; but they now apprise their constituents generally, that, from the pressing nature of their existing engagements, the repeatedly expressed wishes of those proprietors who have paid up their calls, and from the necessity of consulting, alone, the true interests of the concern with whose management they are entrusted, they must, without delay, place a list of the defaulters in the hands of their law agent, with orders to take immediate proceedings for the recovery of the arrears.

In compliance with the provisions of the Act of Incorporation, seven of the directors now vacate office—namely, W. Coates, W. Gray, W. Steen, John Kane, John Barnes, George Scott, and Thomas Walkington; who are, however, eligible for immediate re-election.

An account of the receipts and disbursements, made up to the present date, is herewith presented to the proprietors.

The directors continue to think the appointment of a treasurer unnecessary for the present; and, therefore, do not recommend it to the proprietors at this time.

By the statement of accounts, it appeared that the total receipts were 83,791*l.* 10*s.* 8*d.*, and the expenses, 81,439*l.* 4*d.*; leaving a balance in hand of 2352*l.* 10*s.* 4*d.*

On the motion of Clotworthy Dobbin, Esq., seconded by Edward Walkington, Esq., the report was received and approved, and ordered to be printed for circulation among the shareholders.

It was then moved by Robert Gray, Esq., seconded by Thomas Chermside, Esq., and agreed to, that half-yearly meetings of the company should take place in future—the additional general meeting to take place on the second Thursday in March, each year, to receive a general report of the directors, and transact any other necessary business. The thanks of the meeting were then voted, on the motion of Hugh Montgomery, Esq., seconded by John Young, Esq., to the directors, for their valuable services and strict attention to the interests of the company. A ballot then took place for seven new directors, to replace those who had vacated.

Thanks were voted to the chairman, and the meeting then adjourned.—*Ulster Times.*

BRISTOL DOCK COMPANY.

The half-yearly general meeting of this company was held at the Commercial Rooms, on Thursday, the 20th inst.

H. C. HARFORD, Esq., in the chair.

After a lengthened discussion relative to the remission of the dock dues to the *Great Western* steamer, it was resolved, that counsel's opinion should be taken on the subject; and also on another point respecting the construction of the Act as respects ships entering from British Colonies. Whatever may be the strict legal decision on the first of these questions, says the editor of the *Bristol Gazette*, we think that neither in justice nor in equity have the Dock Company a shadow of claim to dues for which no value is given; and if the Dock Act is to be construed according to the strict letter of its provisions, framed at a time when steam navigation was not even dreamt of, and therefore totally inapplicable to present circumstances, there ought to be no hesitation, except Bristol is to sink back into the sloth and apathy of former days, to apply for another Act, more in accordance with the improvement of the age. With regard to some observations made at the meeting—that it is the citizens of Bristol and not the Dock Company, who should be called upon to find money for any alteration of the works, we must repeat what we have stated on a former occasion—that the citizens have paid for many years, pay now, and seem likely to pay to an indefinite period, a compulsory rate of 2400*l.* a-year to the Dock Company—that the condition on which this large amount of taxation is levied, is, that accommodation shall be found for vessels visiting the port; and we must confess that, independent of the hardship on the *Great Western*, in being obliged to pay a considerable amount for which no benefit is in any shape rendered, the citizens at large are, as a third party, deeply interested, and when fulfilling their part of the contract, are bound to see the Dock Company fulfil theirs. Some of the shareholders in the Dock Company should remember that by insisting too closely on their bond—if they will have their "pound of flesh"—they may deprive the port of all vitality. When the bird is dead or flown they may look in vain for the golden eggs, which they now evince so great a reluctance to relinquish.

SEVERN NAVIGATION COMPANY.

A meeting of the shareholders in this company was held in the Guildhall, Worcester, on Thursday, 20th inst., to consider what steps should be taken for the prosecution of the company's schemes. It was a very flat affair, and it was acknowledged that "it would be quite impossible ever to awaken the enthusiasm which prevailed in favour of this scheme at the outset." We quite agree in this, and consider it a proof of public prudence and discrimination, and a salutary set-off against the gullibility with which people are too frequently imposed upon by hair-brained projects. Under the discouraging circumstances of the case, all of any consequence that was done was to authorise the directors to apply any balance they might have in hand to the defence of the company against unjust claims made upon its funds, and the remainder to be applied "in payment of any expenses they might incur in entering into any negotiation that may be set on foot during the next year to promote the improvement of the river." As the balance to be thus appropriated is not expected to exceed much above 100*l.*, the further prosecution of the company's plans does not present very flattering prospects to the promoters, and need therefore cause very little alarm to the public.

NORTON'S PERCUSSION LEAD.

SIR,—I shall feel much obliged if you will give the accompanying description of my percussion lead, for exploding charges of powder at the bottom of harbours and rivers, to remove wrecks or blast rocks, and general mining purposes, a place in your valuable Journal, by which it would obtain publicity in quarters where its application would be generally useful. I am, Sir, your obedient servant,

23, *Upper Berkeley-st. West, Sept.* 25. JOHN NORTON.

"A sea lead is charged at its heavy end with a small iron tube, having a percussion cap on each end, and filled with gunpowder; the lead has two eyes or wings on its side in a straight line, through which a cord is run, one end being attached to the box of powder at the bottom of the water; the lead is allowed to slide along the cord, and, on striking the box, explodes it—a thin piece of sheet lead or copper being fixed on the box where the percussion primer strikes it. Captain Norton successfully tried his percussion lead at the Polytechnic Institution, Regent-street, on the 19th inst. He proposes this means of exploding charges of powder at the bottom of harbours and rivers, for removing wrecks and blasting rocks, as a substitute for the fuzes now in use, being more simple, less costly, and easy of application."

IVISON'S PATENT.—This method of burning smoke being so simple that the experiment may be very easily tried, has already been partially tried in Leeds during the present week, and we believe we may say, with success. It was tried in an engine which has more work to do than it was intended for, and, therefore, this experiment may be regarded as a severe test. The jet of steam being cast on the fire, the smoke was all but entirely consumed—what escaped from the chimney being scarcely visible—and the quantity of fuel consumed was materially diminished. In this case, the bridge of the furnace had not been altered, as recommended in the *Mining Journal*, and, therefore, the experiment was tried under rather disadvantageous circumstances. The supply of coal to the furnace was, however, regulated by a hopper, and of course it was more gradual than when thrown in by shovels full. We know that some of our millowners and dyers are intending to adopt the plan; and they feel assured, on chemical principles, that it must succeed. We hope the attention of every manufacturer in Yorkshire will be drawn to the subject, and that a plan which promises such excellent results, both to the pockets of the owners of steam-engines and to the cleanliness and healthfulness of our towns and villages, will receive the fairest and fullest trial—*Leeds Mercury.*

SURVEYS OF IRELAND.—The ordnance survey of Roscommon is complete; also of the counties of Derry, Antrim, Tyrone, Down, Fermanagh, Armagh, Monaghan, Louth, Donegal, Cavan, Meath, Leitrim, Longford, and Sligo.—The highest mountains in Ireland, as ascertained by the ordnance survey, now in progress, are Gurrance Tual (Kerry), 3404 feet; Brandon (ditto), 3120; Lugnaquilla (Wicklow), 3039; and Gualtymore, (Tipperary), 3008.

RAILWAY INTELLIGENCE.

SALE OF RAILWAY SHARES.—A number of highly respectable parties attended the sale of the 608 shares which had been declared forfeited in the Blackwall Commercial Railway Company, and which took place at the Auction Mart, on Wednesday, the 26th inst. The auctioneer (Mr. Shuttleworth) stated, that although only 2*l.* and 3*l.* paid had been paid on the shares, the company undertook to deliver them to the purchasers as if all the calls (7*l.* per share) had been paid. Some smart competition took place, and the prices realised ranged from 5*l.* 15*s.* to 6*l.* per share. We noticed some of the directors in the room who appeared to be ready buyers.

LONDON AND GREENWICH RAILWAY.—The number of passengers on this line, from the 22d of September to the 28th, was 27,395, producing (including amount for creek and footpath) 725*l.* 1*s.* 7*d.*

GREAT WESTERN RAILWAY.—The receipts on this line from the London terminus to Maidenhead (only about twenty-six miles) have in the eighty-eight days, from June to the end of August, amounted to nearly 21,000*l.*—*Reading Mercury.*

LONDON AND BIRMINGHAM RAILWAY.—The opening of the entire line by no means implies the completion of this stupendous work. There is still an immense deal of labour to be performed along the whole distance, and especially at the newly-opened portion. Many of the stations also are yet very incomplete, that at Blisworth consisting of little more than a wooden shed, and a tremendous flight of wooden steps. In Northampton and neighbourhood the opening excited the greatest interest, and the new portion of the line was thronged by thousands. Everything in the nature of a conveyance which the town could afford was in requisition at an early hour. Denbigh-hall, which so recently enjoyed the distinction of a "terminus," is now completely deserted, not being even a "station." The wooden offices are closed; the wattled stabling, and greensward stable-yard, lately so crowded, are empty; and the tarpaulin-roofed "hotel" no longer offers to the night traveller the attraction of a cheerful bonfire and a boiling kettle without, and a ham sandwich and hot cup of coffee within. All is tenantless, and the train shoots by unheeded. The glory of Denbigh-hall is departed.—*Northampton Mercury.*

SOUTH-EASTERN RAILWAY.—There is now every appearance of the South-Eastern Railway being speedily commenced in the Tonbridge district. A contract has been taken, and early in the ensuing month active operations will be commenced on the eastern side of this town. Several purchases of land have already been made, and a jury will be empanelled on the 2d of October to award compensation for land not yet agreed for. As much as 1200*l.* has been asked for a little more than an acre and a quarter close by.—*Maidstone Gazette.*

GREENOCK AND AYRSHIRE RAILWAYS.—The work of these railways is now going briskly on in Paisley. Mr. Lyon, contractor for the bridge over Cart, has got the west side ready for founding, and the Messrs. King, contractors for the depôt, and street bridges, have got most of the space in front of the county buildings inclosed, and are getting rapidly on for the erection of the Gilmour-street bridge. The appearance of the town in that quarter is already greatly altered, but the change in a short time will be still more striking.

SHEFFIELD, ASHTON-UNDER-LYNE, AND MANCHESTER RAILWAY.—Several contracts with landowners have already been completed upon the most favourable terms, and the directors are in treaty with other parties, with every prospect of a similar result. The engineer has also received instructions to proceed immediately with the drift-pay through the summit ridge, and other works connected with the tunnel, and we understand that he has also completed the working drawings for a considerable distance of the line.

NORTH OF ENGLAND RAILWAY.—There having been various reports that this company did not contemplate the extending of their branch to York, we have authority to contradict all such reports. The fact is, that the extension to York is positively determined upon; land has been purchased, proper arrangements have been made, and a memorial has even been sent to the corporation of York, soliciting their assistance in forwarding this great public undertaking. We understand that the branch will terminate on the west side of Thief Lane, directly opposite the House of Correction.—*York Herald.*

GRAND JUNCTION AND LONDON RAILWAYS.—We mentioned last week the opening of the entire of the London and Birmingham Railway. Since then the trains, which leave London at eight o'clock in the morning, have arrived with great regularity in Liverpool about seven o'clock in the evening, sometimes earlier—thus accomplishing the journey in less than eleven hours. The London morning papers are received by this train. On Monday next the mail, which will leave London at half-past eight in the evening, will reach Liverpool about half-past seven o'clock the next morning, and the delivery of letters and newspapers will take place soon after eight. On the same day the arrangement between the directors of the two companies will be carried into effect, for passengers by the first class trains being conveyed throughout the entire line in the same carriages, and for each company booking passengers entirely throughout. When these arrangements are completed, they will give great satisfaction to persons travelling on the line. We know that it is the anxious desire of the directors of the Grand Junction and London and Birmingham Companies to make the accommodations on the railway as perfect as possible, but this cannot be accomplished so speedily as some persons think.—*Gore's Liverpool Advertiser.*

YORK AND NORTH MIDLAND RAILWAY.—The works on this line are rapidly progressing. The bridge on the York and Tadcaster turnpike-road, beneath which the railway is to pass, about two miles and a half from York, is approaching completion; the arch, which is of the oblique kind, is finished, and the road above is now forming.—*Leeds Mercury.*

BIRMINGHAM AND GLOUCESTER RAILWAY.—The men employed on this railway on the line between Moseley and Camphill, are now prosecuting their labours both night and day, when the weather permits. The second arch which connects the land severed by the railway at Balsall Heath, is now in course of erection.

RAILROADS IN BELGIUM.—The *Moniteur Belge* publishes a royal decree indicating the line of Hainault Railroad to the French frontier. It is to pass by Soubise, Soignies, and Mons, and on the right of the Canal de Condé to St. Ghislain, where it will make a bend to the left to reach the frontier of France, near Quievrain. It is expected that the Belgian railroads will be brought to within a few leagues of Valenciennes and Lille by the end of 1839.

RAILROADS IN HOLLAND—AMSTERDAM, SEPT. 19.—We learn that his Majesty will lay before the states general in the next session a proposal of law relative to the iron railroad to the Rhine, in order to prevent the delay that has taken place with respect to the Haarlem Railroad. This law seems to have only a special object, and not to interfere with the rights accruing to the government from the imperial lines of 1810.

RAILWAY CHARGES.—Considerable dissatisfaction has been expressed, and very justly, we think, during the past week, by the manufacturers and tradesmen generally in the town, at the sudden increase in the charge of carriage by the directors of the London and Birmingham Railway Company, from 1d. to 1½d. per lb. It is, we think, somewhat early for this company, who has in a measure possessed itself of the only means of transit between the metropolis and the heart of the kingdom, to put the screw on the confiding public. What we would recommend would be, that a public meeting of the inhabitants be immediately called, with the view to coming at once to an understanding with the directors upon the point, whether or not the whole country is to be subject to the caprice or cupidity of the railway monopolists.—*Birmingham Advertiser.*—We understand the rate of carriage was reduced, on the 17th instant, from 1½d. to 1d. per lb.

ULSTER RAILWAY.—The directors of this company have obtained possession of the lands between Lisburn and Portadown, a distance of about seventeen miles, and intend in the next week to put the workmen on that line. Some of the directors are in town, their object being to obtain that pecuniary aid to which they say they are entitled. Mr. Andrew Jordan (the secretary of the Great Central Irish Railway Company) has published an exposé of his complaints. He alleges that the commissioners appointed to inquire into the best system of railways for Ireland did not, as they were bound to do, examine the prospectus, map of levels, sections, plans of lines, &c., which they had asked for and obtained from his company, and, while they professed to disapprove of those plans, &c., that they actually adopted for the first seven miles of their northern (Ulster) line, the terminus and line laid down in the charts, &c., of this company, without alterations, save only in changing the denomination of the locality of a terminus by a species of engineering syncope.

PUBLIC COMPANIES.

MEETINGS.

TRELEIGH CONSOLIDATED COPPER MINES.—The ANNUAL GENERAL MEETING of shareholders will be held at the Company's office, 23, Threadneedle street, on Wednesday, the 3d day of October next, precisely at Twelve o'clock. J. BAWDEN, Secretary.
September 17.

CALLS.

BRISTOL AND EXETER RAILWAY.—CALL OF FIVE POUNDS PER SHARE—being the Fifth Instalment, and making, with former calls, the sum of Twenty Pounds per share.—The directors of this company, under the provisions of the Act of Incorporation, hereby give notice, that the proprietors of shares are required to pay, on or before the 20th day of October next, at any of the undermentioned banks, the sum of FIVE POUNDS on each of their respective shares:—

London .... Messrs. Glyn, Halifax, Mills, and Co.
Liverpool .. The Bank of Liverpool.
Manchester.. The South Lancashire Bank.
Bristol ..... Messrs. Miles, Harford, and Co.; Messrs. Baillies, Ames, and Co.; Messrs. Stuckey and Co.'s Banking Company, or at either of their branches; the West of England and South Wales District Bank, or either of its branches; the National Provincial Bank of England.
Exeter ..... The West of England and South Wales District Bank, or either of its branches; the Devon and Cornwall Banking Company; Messrs. Cole, Holroyd, and Co.; Messrs. Milford and Co.; Messrs. Sanders, Sons, and Co.

Who have been instructed to charge interest at the rate of Five per Cent. per Annum on all payments made after the said 20th day of October next.

By order of the board of directors,
Office, 30, Broad-street, Bristol, Sept. 25. J. B. BADHAM, Secretary.

COMMERCIAL RAILWAY COMPANY (LONDON AND BLACKWALL).—CALL of TWO POUNDS PER SHARE.—Notice is hereby given, that, in pursuance of a resolution of the board of directors, the proprietors in this company are required to pay a CALL of TWO POUNDS per share on each of their respective shares on or before the 18th day of October next ensuing, at the London and Westminster Bank, Throgmorton-street, London.

WILLIAM ROUTH, Chairman.
Offices, 62, Moorgate-street, Sept. 26. J. WARMINGTON, Secretary.

LONDON AND BRIGHTON RAILWAY COMPANY.—Incorporated by Act of Parliament, 15th July, 1837.—CALL for the THIRD INSTALMENT of £3 per SHARE.—Notice is hereby given, that the directors of the London and Brighton Railway Company have this day made a Call of £3 per Share in this undertaking, and that the same is directed to be paid, on or before the 17th day of October next, to either of the undermentioned bankers, viz.:—

London—Messrs. Smith, Payne, and Smiths; Messrs. Hankey.
Liverpool and Manchester—The Manchester and Liverpool District Bank, on account of Messrs. Smith, Payne, and Smiths.
Brighton—Messrs. Wigney and Co.; Messrs. Hall, West, Borrer, and Hall.
Lewes—Messrs. Molyneux and Co.
Glasgow—The Glasgow Union Bank.

Proprietors of shares in this undertaking, are therefore requested to pay the same accordingly. JOHN HARMAN, Chairman.
London and Brighton Railway-office, 10, Angel-court, Throgmorton-street, August 23.

BAHIA STEAM NAVIGATION COMPANY.—The Shareholders of the Bahia Steam Navigation Company are reminded that the THIRD INSTALMENT of TWO POUNDS per share is THIS DAY DUE, and payable at the bankers, Messrs. Smith, Payne, and Smiths, Lombard-street.

By order of the board of directors,
Lombard-street-chambers, Sept. 29. G. H. HEPPEL, Secretary.

BRITISH TIN MINING COMPANY.—Notice is hereby given, that the shareholders, at a General Meeting held this day, having agreed to a further CALL of TWO SHILLINGS AND SIXPENCE per share, the directors do hereby make the said call payable at the office of the company, on or before the 2d day of October next, when the certificates are requested to be brought for indorsement. WILLIAM CODNER, Secretary.
Adam's-court, September 20.

HOLMBUSH MINING COMPANY.—The directors hereby give notice, that in accordance with the powers vested in them by the regulations endorsed on the scrip certificates, and at the recommendation of the Half-yearly General Meeting of the 30th ult., they have this day made a CALL of ONE POUND per share, payable at the banking-house of Messrs Wright and Co., on or before the 6th of October next.—It is requested that the bankers' receipts and the scrip certificates may be brought to the office, that the payment may be endorsed thereon.—New Broad-street, Sept. 5.

SOUTH POLGOOTH TIN AND COPPER MINING COMPANY.—The directors hereby give notice, that they have this day made a SECOND CALL of TWO POUNDS TEN SHILLINGS per share, payable on or before the 1st day of November next, at the office of the company, 19, Billiter-street, London. N. HAYDON, Sec.

*** Shareholders in Cornwall may pay their call to Mr. Henry Borrow, Truro.

DIVIDENDS.

BLAENAVON IRON AND COAL COMPANY.—A DIVIDEND of TWO POUNDS PER SHARE will be paid on or after the 1st October next, to those proprietors who shall have previously signed the Deed of Settlement, on applying at the Offices of the Company, 4, Pancras-lane, London; at Messrs. Bate and Robins, Stourbridge; Messrs. Baileys, Morgan, and Co., Abergavenny; and Messrs. A. Heywood, Sons, and Co., Liverpool.

By order of the Board,
4, Pancras-lane, Sept. 28. WILLIAM W. JONES, Secretary.

LONDON AND BIRMINGHAM RAILWAY.—The Public are informed that this RAILWAY IS NOW OPEN, for the Conveyance of Passengers and Parcels, Private Carriages and Horses, throughout the WHOLE DISTANCE between

LONDON AND BIRMINGHAM.

PASSENGERS' FARES FOR THE WHOLE DISTANCE.

	Day Train.	Night Train.
By mail carriages, carrying four inside	32s. 6d.	
By first-class carriages, carrying six inside	30s. 0d.	32s. 6d.
By second-class carriages, enclosed		25s. 0d.
By second-class carriages, with open sides	20s. 0d.	

The fares for the intermediate distances are in the same proportion, and the particulars may be obtained (together with all other information) on application at the company's stations.

The times of the trains conveying the mails are fixed by the Postmaster-General, under the powers of Act 2d Vic., cap.

TIMES OF DEPARTURE.

UP TRAINS. From	Hour.	Trains.	DOWN TRAINS. From	Hour.	Trains.
Wolverton	6½	a.m.—Mixed	Wolverton	*7	a.m.—Mixed
Mail	7	a.m.—Mixed	Mail	*8	a.m.—First
	*8½	a.m.—First		*9	a.m.—Mixed
	*12½	p.m.—Mixed		*11	a.m.—First
	*2½	p.m.—First		2	p.m.—Mixed
Birmingham ..	*4½	p.m.—First	London.....	4	p.m.—First
	*5½	p.m.—Mixed to Wolverton only		5	p.m.—Mixed to Wolverton only
	*11½	p.m.—Night mail		*8½	p.m.—Night mail

SUNDAYS.

Wolverton	6½	a.m.—Mixed	Mail	8	a.m.—Mixed
Mail	8½	a.m.—First		*11	a.m.—First
Birmingham ..	* ½	p.m.—Mixed	London.....	5	p.m.—Mixed to Wolverton only
	*11½	p.m.—Night mail		*8½	p.m.—Night mail

N.B.—The booking of passengers is discontinued at Denbigh-hall.

The trains marked with an asterisk (*) are in conjunction with those of the Grand Junction Railway, sufficient time being allowed in Birmingham for refreshment.

Arrangements have been made with the principal country coach proprietors for the establishment of branch conveyances to and from the railway stations and the neighbouring towns, and the Midland and Northern Counties and North Wales; and information may be obtained, and places secured, by such branch coaches at the following offices, viz.:—

Spread Eagle, Gracechurch-street.
Cross Keys, Wood-street.
Swan-with-two-Necks, Lad-lane.
George and Blue Boar, Holborn.
Spread Eagle, Regent-circus.
Golden Cross, Charing-cross.

And where also parcels will be received on behalf of the railway Company.

By order, R. CREED, C. R. MOORSOM, } Secretaries.

MINING JOURNAL AND MINING REVIEW UNITED.

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AND COMMERCIAL GAZETTE

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BRITISH AND COLONIAL TRUST AND ASSURANCE COMPANY.

OFFICE—No. 444, West Strand.

Capital £500,000, with power to increase it, in shares of £50 each; £5 per share Deposit.

PATRON—His Royal Highness the Duke of Sussex.

TRUSTEES.

The Rt. Hon. The Earl of Thanet.	The Hon. Chas. Thomas Clifford.
The Rt. Hon. The Earl of Lovelace.	The Chief Remembr. of Ireland.
The Rt. Hon. Lord Vaux.	John Wright, Esq.
The Rt. Hon. Lord Lovat.	James Kiernan, Esq.
	Charles Weld, Esq.

DIRECTORS.

W. Hutt, Esq., M.P., Chairman.

P. H. Abbott, Esq.	William, Hood, Esq.	H. E. Sharpe, Esq.
H. R. Bagshawe, Esq.	James Irving, Esq.	Charles Weld, Esq.
M. I. Blount, Esq.	James Kiernan, Esq.	Francis Witham, Esq.
E. H. Darell, Esq.	Jacob Montefiore, Esq.	John Wright, Esq.
J. R. Gowen, Esq.	R. S. Palmer, Esq.	Henry Young, Esq.
Rowland Hill, Esq.		

PHYSICIAN.

Dr. Thos. Nelson, 37, Wimpole-street. | J. F. Palmer, Esq., 38, Golden-square.

ACTUARY AND SECRETARY—Alexander Jamieson, LL.D.

BANKERS—Messrs. Wright and Co., Henrietta-street, Covent-garden.

SOLICITOR—William Witham, Esq., 8, Gray's Inn-square.

This company proposes to avail itself of the valuable experience of the American Trust Companies, and to combine the administration of trusts on the guarantee of the company's capital, with the business of life assurance in all its branches.

The company will undertake the execution of every species of trust; and the inducements which it holds out are among others, First. The impossibility of loss, since the whole property must be made good out of the capital of the company and its members. Secondly. The diligent and faithful performance of the trust, which will be insured by the responsibility incurred, but still more by the commercial character and credit of the company with the public. Thirdly. The avoiding of all delay and expense incident to the appointment of new trustees under the existing system.

In every respect a company is preferable to an individual for managing onerous bequests, because no individual, however competent and trustworthy, can pretend to the same perpetuity of existence, nor can the same entire confidence be placed in any individual that would be reposed in a public body, in whom by vesting a trust every testator must know that his legatees will avoid those hazards and inconveniences, those contingencies and annoyances, against which no solitary executor, however honourable—no isolated trustee, however wealthy, can offer an effectual guarantee.

Thus a parent by his will, or on his daughter's marriage, appointing this company trustees for his children and descendants, may be morally certain that the principal of their fortunes will be forthcoming years after he may be dead, and that all income will be duly applied or invested; there being the guarantee, not of two or three trustees or executors, or possibly of one only, but of the capital and property of the company and its members.

The company will undertake at the option of the settler, the due investment of funds according to any prescribed mode, or will guarantee a specific income and adopt its own mode of investment.

The assurance department holds out every advantage which experience and liberality have imported into the modern offices, together with the additional benefit of allowing the assured a participation on equal terms with the shareholders of the profits of the trust business.

The Scales of Premiums for Life Insurances and Deferred Annuities have been calculated on the most moderate terms compatible with safety.

And in order to give every facility to the assured of visiting foreign countries, the extra premiums in such cases will not be arbitrarily imposed, but tables will from time to time be prepared, graduating as far as practicable, the risks according to the length of voyage, climate of the country to be visited, and other circumstances.

In case of accidental forfeiture on non-payment of premium, if satisfactory explanation be given within three calendar months, the company will renew the policy on payment of a moderate fine, without regard to the present health of the assured.

The company are enabled to hold out peculiarly great advantages to its stockholder and the assured by reason of the comparatively high rate of interest which they are satisfied can be obtained by the investment of funds, as well in Great Britain as in her colonies, on those unexceptionable securities, of which many of the established companies are now precluded from availing themselves.

For prospectuses, forms of application for shares and information, apply at the bankers, Messrs. Wright and Co., 6, Henrietta-street, Covent garden, or to W. Witham, Esq., 8, Gray's-inn-square, and after the 1st of October, at the office of the company, 444, Strand. Application for shares to be made by letter, addressed to the Secretary, at Messrs. Wright and Co., or at Mr. Witham's, 8, Gray's-inn-square. ALEXANDER JAMIESON, Sec.

IMPERIAL SLATE COMPANY.—Capital £100,000, in 10,000 shares of £10 each.—Deposit £1 10s. per share.

COMMITTEE OF MANAGEMENT.

Major-General Sir P. Ross, G.C.M.G., K.C.H., Chairman.

The Hon. Colonel Pierce Butler, M.P.	Wm. Bald, Esq., F.R.S.E., M.R.I.A.
William Ellwand, Esq.	Nath. Ogle, Esq.
James Morgan, Esq.	William Wilkinson, Esq.

Resident Manager—Charles Scroope, Esq.

Bankers—Messrs. Wright and Co, Henrietta-street, Covent-garden.

Solicitor—T. G. Margary, Esq., Quality-court, Chancery-lane.

This company is formed principally for the working of very valuable slate quarries, most desirably situated on the banks of the Shannon, near Limerick.

The extent of the slate works, and that of the slate ground unopened, is very considerable. The royalties and lands already possessed by the company exceed 6000 acres, and the whole has been agreed for on most advantageous terms.

On the property are veins of copper of great promise; veins of lead, with the metal cropping out at the surface, have also been discovered on the upper part of the estate; and as great expectations have been held out to the committee from these, they will have them carefully examined, and if considered likely to be productive, have them judiciously prosecuted at once. The success which has attended all the copper and lead mines in Ireland, similarly situated, which have been properly worked, is very encouraging, but the directors will proceed with caution in all matters relating to minerals.

Several engineers of eminence, and practical men of experience, have carefully examined these properties, and the profits anticipated from their calculations far exceed what the committee would take the responsibility of stating, yet with much confidence they can assure the proprietors that the slate works are not in any respect speculative; they have been long established—the quality of the produce is such as has entitled it to a decided preference. The slates have been approved of and ordered by architects, slate merchants, and builders of eminence in London, and they are directed by Government to be used in all their works in Ireland.

The harbours for shipment, the requisite houses, offices, railways, machinery, and other plant and materials for carrying on these works, are nearly complete, and are included in the purchase, so that profitable working can forthwith commence.

The establishment is encouraged by the Government, as bringing into profitable employment both capital and labour, and therefore may be considered as a great National Undertaking.

The directors are bound not to enter into any contract or agreement, for the payment of any money beyond the amount in the hands of the bankers; therefore all responsibility is avoided, and, until a charter can be obtained, the scrip is left transferable to bearer, and no holder of scrip can be responsible beyond the amount paid on the shares held by him.

This company will be able to commence operations without delay, and the committee confidently expect that their profits will preclude any but comparatively trifling calls upon the proprietors, and by the best calculations they have been able to make for carrying on the works in a spirited and judicious manner, they feel justified in pledging themselves to make no further call for twelve months, and after that period only Ten Shillings at a time, giving one month's notice.

The following are extracts from the reports of engineers of eminence, upon which the directors consider themselves justified in coming to the conclusion which they have, as to the profit to be derived from the working of these slate quarries.

Thomas Rhodes, Esq., civil engineer, reports as follows:—"The whole of these quarries are situate on the south-east bank of the river Shannon, on the side of a hill, and elevated above the surface of the water from 300 to 400 feet, and lie advantageously situated for lowering the slate by railroads and machinery at a small cost of about 2d. per ton, ready to be sent off in lighters or barges for Limerick, Dublin, &c., where they may be shipped off for distant parts of the world, besides supplying various towns along the banks of the Shannon, and the whole of the interior of Ireland. The extent of the slate rock in any of the several properties is almost inexhaustible, and may be worked for centuries. In most parts, particularly on Mr. Head's property, it crops out of the surface in a tolerably solid state, and by uncovering and opening it to the extent required, it might be worked at a comparatively cheap rate."

He says in another part—"There is a great demand for the slate, much more than they are in a condition to supply. The cleavage is good, the extent to which it may be worked is almost inexhaustible. I have no doubt the slates would meet with a considerable sale in England. There is every facility for working the quarries and producing slate to any extent."

And a joint report from Messrs. Rhodes and Owen, civil engineers, says—"Taking all the circumstances connected with these fine quarries into serious consideration, their situation, extent, capabilities of working, nature of leases, price of labour, facility or shipping, and the daily increasing demand for these slates, we do with much confidence conscientiously recommend the parties for whom we are acting, to invest capital in this undertaking, as likely to afford them immediately a fair percentage on their outlay, and it will very soon become a most profitable investment."

Henry Scroope, Esq., reports:—"As regards the quality of the material to be produced, I have no hesitation in stating that I consider the slate of this district fully equal to that of Mr. Pennant's Quarries, near Bangor. The quarries are, generally speaking, situate most favourably for the transmission of the slate to the Shannon, by means of inclined planes, and at a moderate expense. The situation is peculiarly favourable, affording every facility for a cheap and expeditious conveyance of the slate to the quay, where every convenience for the shipping of the same is to be found."

Maps, reports, and all documents can be seen at the company's office. Samples of the slates are also there and at Mr. North's slate yard, Stangate Wharf, Lambeth. The company will receive orders for slates from wholesale purchasers, deliverable from 1st November next.

Application for the remaining shares to be made to T. G. Margary, Esq., Quality-court, Chancery-lane.

METEOROLOGICAL JOURNAL, 1838.

Sep.	Thermometer.	Barometer.	Sept	Thermometer.	Barometer.
Thursd. 20	from 53 to 65	29,77 to Stat.	Monday 24	....41,5 .. 55	29,83 .. 29,74
Friday.. 21	.... 34 .. 59	29,77 .. 29,81	Tuesday 25	.... 50 .. 55	29,72 .. 29,78
Saturd. 22	.... 52.. 62	29,82 .. 29,83	Wednes. 26	...44,5.. 60	29,87 .. 29,90
Sunday 23	.... 47 .. 66	29,86 .. 29,84			

Winds S.W. and N.E.

Except the 20th and 22d generally cloudy, with rain on the 23d and two following days—lightning in the S.E. on the evening of the 21st.

Rain fallen ,7 of an inch.

Edmonton. CHARLES HENRY ADAMS.

PUBLIC COMPANIES.

MEETINGS.

Great Wheal Charlotte Mining Co.	George and Vulture	Sept.	29 ... 3.
British Agricultural Loan	Guildhall Coffee-house	Oct.	1.... 2.
Commercial Gas Light and Coke Co.	60, King William-street		2.... 2.
English Copper Company	Office, Upper Thames-street		2.... 12.
Treleigh Mining Company	23, Threadneedle-street		3.... 12.
East London Water-works	16, St. Helen's-place		4.... 12.
Eagle Insurance Company	London Coffee house		5.... 1.
Alliance Marine Assurance	Bartholomew-lane		10.... 12.
Imperial Gas-light Company	33, John-street, Bedford-row		11.... 12.
British Silver Lead & Copper Company	Clarendon Rooms, Liverpool		15.... —.

CALLS.

Bahia Steam Navigation Company	2l.	Sept 29.	Smith, Payne, and Smiths.
Union Bank of Australia	2½l.	Oct. 1.	Glyn, Halifax, and Co.
Edinburgh, Leith, & Newhaven	2l.	1.	Williams, Deacon, and Co.
British Tin Mining Company	2s. 6d.	2.	Office, Adam's-court.
Holmbush Mining Company	1l.	6.	Wright and Co.
West of Lond. & Westm. Cemetery	3l.	10.	11, Haymarket.
Eastern Counties Railway	2½l.	10.	As former calls.
York and North Midland Railway	8l.	13.	Barnett, Hoares, and Co.
Bissoe Bridge Mining Association	5s.	13.	Williams and Co.
Claridge's Asphalte Company	2l.	15.	Wright and Co.
South Australian Company	2½l.	15.	Ladbrokes and Co.
Tyr Gunter & Cefn Cwse Colliery	10l.	15.	London & Westminster Bank.
Equitable Reversionary Society	5l.	15.	Coutts and Co.
Great Wheal Prosper Mining Co.	1½l.	15	Smith, Payne, and Smiths.
Hibernian Mining Company	10s.	15.	12, St. Paul's Church-yard.
London and Brighton Railway	3l.	17.	Smith, Payne, and Smiths.
Commercial Railway	2l.	18.	London & Westminster Bank.
Bristol and Exeter Railway	5l.	20.	As former calls.
South Polgooth Tin and Copper	2l.	Nov. 1	Office of the Company.
Cheltenham and Great Western	7½l.	10.	Cripps and Co.
Gen. Reversionary & Investment	10l.	28.	Drummonds, and Hankeys.
Cambrian Iron and Spelter Co.	2½l.	Dec. 1.	London Joint-Stock Bank.

DIVIDENDS.

Commercial Bank, New Orleans	7 per ct.	London	Sept. 29.
Standard of England Assurance	5 per cent.		Half-yearly.
City of Dublin Steam	3 per cent.	15, Eden-quay	—.
Argus Life Assurance		39, Throgmorton-st.	—.
Marine Insurance	5 per cent.	27, Cornhill	—.
Blaenavon Iron and Coal Company	3l. per share.	4, Pancras-lane.	Oct. 1.
Llanelly Railway and Dock Company	4 per cent.		

NOTICES TO CORRESPONDENTS.

If "a Regular Subscriber" will forward his address, we shall be happy to communicate to him such information as we possess on the points to which he refers.

MINING REVIEW.—The Supplement to the Journal, which should have appeared this week in its regular course, is deferred until our next Number, its delay arising from the desire to give insertion to several interesting papers, which came late to hand.

THE MINING JOURNAL,
And Commercial Gazette.

LONDON, SEPTEMBER 29, 1838.

There is evidently no circumstance of such vital importance to the mining interest, or so closely connected with the prosperity of the miner, as a remunerating price for those articles of mineral produce which are raised from the earth by his labours. High prices, however advantageous for a time, we consider to be a doubtful and precarious good, if not, indeed, a positive evil; they have always the effect of inducing over competition, and giving rise to erroneous and exaggerated estimates, from which many in the end are sure to suffer. Even the labourer, although benefitted for a time by higher wages than he is accustomed to receive, is seldom provident enough to reap much advantage from this temporary good, and always feels severely the reduction which is sure to follow.

Remunerating prices, with a reasonable prospect of their being maintained, are probably the surest test of sound prosperity—and such indications we are pleased to observe with regard to two important articles of mineral produce—iron and copper. The price in either case, it is true, is low compared to what we have seen it, and it is only by rigid economy that profits can be realised; still by comparing the present state of things with that which existed a couple of years ago, it is pleasing to observe the improved aspect of affairs, and the more sound and healthy state of things which now prevails, and further bids fair to continue. If large profits cannot be made, moderate ones are at least attainable, while the prospects are such as to encourage fair expectations for the future.

We have observed with much pleasure the late improvement in the standard of copper—a circumstance calculated materially to benefit our friends in Cornwall, Ireland, and elsewhere. This improvement will afford a sensible increase of profit in the case of all productive mines, and will also, we hope, turn the balance in favour of many others which were before merely paying costs. A remunerating price for copper is of vast importance to the mining interest, the depth of the mines, the water with which they are so generally burdened, and the precariousness and fluctuation of their produce, all contribute to render this branch of mining a doubtful and gloomy pursuit, when prices are depressed below their fair standard.

Copper is also at the present time exposed to a serious degree of foreign competition—a circumstance calculated to give a double value and importance to any improvement in the price of this metal, as proving that the British miner is successfully maintaining his ground against the produce of foreign countries. In the contest between the deep and expensive mines of our own country, and the rich virgin deposits existing elsewhere, although there are many disadvantages on our side—and none greater than that arising from the high price of labour—it is interesting to observe that mining skill, and a careful application of every natural advantage which we possess, has hitherto placed us in a more favourable position than was, we believe, expected by many. The opening of rich foreign mines has certainly depressed the price of the metal, still the demand appears to be increasing, and the market, notwithstanding an increased supply, appears to be extending in proportion. It is also deserving of remark, that little or no benefit to the proprietors has hitherto attended the working of those rich foreign mines, which in the estimation of sanguine projectors were to have inundated us with copper, and to have afforded princely revenues to those who embarked in them. This circumstance conveys a truth well deserving of attention—it proves how exceedingly fallacious many calculations must have been with regard to foreign mines—either the average richness and abundance of the ores must have been overrated, or the difficulty and expense of their extraction and transport must have been overlooked.

Whatever the nature of the fallacy may have been, the effect is at any rate indisputable; after great delays have been patiently borne, large capitals expended, and vast quantities of rich ore shipped to Europe, the value of the property is more doubtful than ever, and the policy of embarking in undertakings of the kind is rendered at least a very questionable matter. We do hope, there-

fore, that more discrimination will in future be shown in embarking British capital in foreign mines; there exists undoubtedly a wide field, and when the success can be rendered apparent on the most certain grounds, there can be no good reason against the employment of British enterprise. The results, however, at which we have glanced, prove that caution—the highest degree of caution should be exercised in these cases—and it is certainly a lamentable result to see the value of our native produce deteriorated by British capital without any corresponding benefit arising to the individuals concerned.

THE FUNDS

CITY, FRIDAY EVENING.

Consols for account have been steady throughout the week, being generally quoted 94—occasionally buyers and sellers; there was a tendency to decline at one period, but the market had recovered from its languor at the close: the money price has varied from 94⅛ 93⅞, leaving off buyers at the latter price. Exchequer Bills are still about 68 70. There has been a slight demand for money in the Stock Exchange, and 3½ per cent. given on British Securities—there is not, however, any want of capital. India Bonds are quoted same prices as Exchequer Bills. In the Foreign House, Bonds have been depressed, and Spanish experienced a decline of 1½ per cent. The settling day was found to be heavy, but we believe the accounts were made up pretty satisfactorily.

Railway shares have given way in price; Great Western, after rising to 84, have been done at 78½; and London and Birmingham having also fallen from 178 to 173. In other undertakings, the variations have been inconsiderable; London and Croydon seem in demand, and are rather better than last week. Commercial Blackwall also advanced, 600 shares having been sold at the auction mart, a part of which realised 6*l.* per share; they however, immediately afterwards retrograded, and are now called 1½ ¾ dis. In Mining shares there is a slight advance; some business in Bolanos has been done at 85, and Cata Branca at 9. Home concerns are looking better; and the Ticketting Paper, in several instances, is the index to prices in the market.

Consols closed at 93⅞ money, and 93⅞ 94 account. Old Three-and-a-Half per Cent. Ann. 102⅝ for the opening, and the New Three-and-a-Half 101⅜ ⅝. Premium upon Exchequer Bills 68 70.

Portuguese New Fives 33¾ 34, and the Threes 22½ ½ for account of October 15th. Spanish Bonds, with May Coupons, 18 18¼, and without 16½. Passive 4¼, and Deferred 7⅜ ⅛. Brazilian 82½ ¾. French Three per Cent. Rentes 80f. 25c., with the Exchange at 25f. 50c. Dutch Two-and-a-Half per Cents 53⅞ 54; Old Fives 102⅜ ⅞, and the New Loan 100⅞. United States Bank Stock 25⅛.

Great Western Railway Shares 14½ ¾ pm.; Brighton 2 1⅞ dis.; and Blackwall 1¾ 1½ dis. Birmingham Quarter Shares 24¼ pm.; Southampton 3 dis.; and Croydon 3¼ dis. Colonial Bank Shares 2 pm., and Provincial Bank of Ireland 17 pm.

LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 94 ⅛; Exchequer Bills, 68 70 premium; East India Bonds, 68 70 premium; Dutch Five per Cents., 102⅜ ⅞; Ditto Two-and-a-Half per Cents., 53⅜ 4; Portuguese Five per Cents. 33⅜ 4½; Ditto Three per Cents. 22 ½.—Railways:—Brighton, 2 1⅞ dis.; Great Western, 14½ 15½ premiu; London and Birmingham, 82 84 premium, New, 24 5 premium; Southampton, 46½ 47½ per share; New, 21½ 22½ prem.; York and North Midland, 1 dis. to par.

TAURO, SEPT. 27.—Average standard, 112*l.* 11s. 0d.—Average produce, 7⅞.—Average price, 6*l.* 2s. 0d.—Quantity of ore, 3059.—Quantity of fine copper, 241 tons 16 cwt.—Amount of money, 18,803*l.* 2s. 0d.—Average standard of last sale, 111*l.* 6s.—Produce, 7⅜.

BIRMINGHAM SHARE MARKET.—The following are the quotations which it is necessary to make this week:—Birmingham Banking Company, 19*l.* 17s. 6d.; Birmingham and Midland Bank, 31*l.*; London and Birmingham Railway, 177*l.*; ditto, quarter shares, 30*l.* 5s.; Grand Junction, 191*l.*; Manchester and Birmingham, 11*l.*; Great Western, 82*l.*; Birmingham and Derby, 34*l.*; Warwick and Napton Canal, 207*l.*

IRON TRADE.—The advanced price of iron has maintained its ground during the past week. A further addition to the price was spoken of, but it is considered that the business done during the last fortnight will barely warrant such a step.—*Midland Counties Herald.*

METAL MARKET.—A further advance has this week taken place in the prices of both copper and tin. Tile copper is now at 90*l.*, cake 92*l.*, and best selected 94*l.* Tin blocks 87*l.*, bars 89*l.*, refined 92*l.* Spelter is short in stock at our last quotation, 22*l.*—*Birmingham Advertiser.*

NEW COMPANIES

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

THAMES LIGHTER AND SMALL-CRAFT STEAM TOWING COMPANY.

Capital £50,000, in 10,000 shares of £5 each. Deposit £1 per share.

The object of this company is to tow lighters and small vessels of every description, navigating the River Thames, which this company propose to carry into effect by the introduction of a number of small steam tugs, of sufficient power to keep the whole small-craft traffic of the river in practical essay, and thereby relieve its navigation of those fearful collisions and accidents, from which so much loss in life and property has been experienced.

FOREIGN LOAN.—The highly-respectable monetary firm of D. and I. Salomons have taken a new Pennsylvanian loan for 82,000*l.* in sterling bonds, with the dividends at 5 per cent. per annum, payable in London in January and July, redeemable at par in London at the expiration of twenty years. The object of this loan is to enable the Harrisburgh and Lancaster Railroad Company to complete their line, which has the sanction of the state of Pennsylvania, and commences at Lancaster and ends at Harrisburgh, where it meets all the chief points of communication with the western and southern states.

DANISH BONDS.—The *Altona Mercury* publishes a letter from Copenhagen, dated the 10th inst., stating that the holders of Dano-English Three per Cent. obligations who are resident in Copenhagen have held a meeting, to concert measures for securing the principal of this stock. The following is a communication said, by the letter, to have been made by the meeting to the Government:—"If we could rely upon a favourable decision as to the fixation of the capital and interest, we should not hesitate to comply with the desire of the Government to exchange the original obligations for new ones; but, until we receive this assurance (and in order to avoid all uncertainty on the subject, it would be right to add a copy of each obligation), we cannot be certain of receiving in the new obligations the full value of those which we now hold."

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM JUNE 26 TO SEPT. 18, INCLUSIVE:—

LIABILITIES.		ASSETS.	
Circulation	£19,665,000	Securities . ..	£22,846,000
Deposits	10,040,000	Bullion..	9,615,000
	£29,705,000		£32,461,000

BIRMINGHAM CEMETERY COMPANY.—At the annual general meeting of the proprietors of this company, held on Tuesday last, a highly satisfactory report of the state of the company's affairs was read to the meeting, and a dividend declared of 5 per cent. We understand the whole of the estate is now in possession of the company.

MINING CORRESPONDENCE.

ENGLISH MINES.

HOLMBUSH MINING COMPANY.

Sept. 24.—The ground in the engine-shaft still continues hard. We find, by the end of this month, the shaft will be down, when we shall make every preparation for carrying out the cross-cut to the lode. In the eight fathom level west, last week we employed men driving south, and have the satisfaction of informing you that we have discovered the south lode, and find it to present a favourable aspect, which is fifteen inches big, worth one ton per fathom; in its composition it is of that species which is highly congenial to constitute a productive lode. We are still driving north to discover the north lode, and have, according to calculation, about eight or nine feet more to drive to intersect. In driving south at this level, east of engine-shaft, we see no important alteration; ground still hard, with an increase of water, probably ejecting from the lodes. The lode in the stopes, at the back of this level, continues just as hitherto, worth about three tons per fathom. The north lode, in the seventy fathom level west, is about eight inches wide, worth half a ton of ore per fathom; ditto, south lode, ten inches wide, worth about one ton per fathom. Driving of this level east has been suspended for the last week; men employed stoping the backs. Driving west, Flap-jack lode much as stated in my last. The lode in the sixty-two fathom level west is about sixteen inches big—in quality as last reported. The winze which has been sinking below this level is holed to the seventy fathom level. The lode in the end of the fifty-two fathom level still continues a good course of ore. In the forty fathom level west no lode has yet been taken down, in consequence of having a great deal of ground to cut before we could make it convenient to open upon the lode. The tribute departments continue to look well. Our sampling will not take place until the 28th and 29th, instead of the 26th and 27th, in consequence of the sampler not being able to attend. We hope to sample about 135 tons. F. PHILLIPS.

ENGLISH MINING COMPANY.

Great St. George, Sept. 25.—The lode at the eighty fathom level (south mine) at present contains an immense quantity of mundic, and is very promising in its general appearance, but instead of four or five tons, as on the setting-day, will only now yield about three tons of low-priced ore per fathom—the ground, though not quite in so good a condition as when last reported, is still favourable. During the last week an improvement has taken place in the thirty west of Burton's, in which level the lode is twenty inches big, of spar, mundic, and ore—the latter three tons per fathom. The ground in the flat-rod shaft has again so much improved that there is a chance of ten feet being sunk during the four weeks, which will complete the shaft to a depth of eight fathoms under the eighty fathom level—ground somewhat harder than usual. John Trebilcock's pitch is not in so good a state as last reported, if it had it would have made good wages, but is again poor.
H. HUMPHRIES.

GWINEAR MINING COMPANY.

Sept. 21.—In the thirty fathom level east the ground is good, with some good stones of tin. In the winze in the bottom of the twenty fathom level the lode is two feet wide, with branches of tin. In the twenty fathom level east the ground is hard. In the winze in the bottom of the ten fathom level east the lode is one foot wide—five inches good for tin. In the twenty fathom level, on copper lode, the lode is fifteen inches wide, composed of gossan and spar; the ground is good, about 35s. per fathom.
C. H. RICHARDS.

TAMAR SILVER LEAD MINING COMPANY.

Sept. 24.—Driving south, at the 135 fathom level, the lode has rather increased in size, and produces silver lead ores. We have sunk the winze under the 125 fathom level, south of the shaft, about six fathoms and a half; the lode is now small, but is producing silver lead ores. In driving the 105 fathom level, south of the shaft, the lode is from one foot to one foot and a half big, producing orey work. In the ninety-five fathom level going south, the lode remains the same as last reported. Going south, at the eighty-five fathom level, we have a kindly lode, a foot and a half in width, yielding orey and saving work. Driving south, at the seventy-five fathom level, the lode has become more regular; it is from one foot to one foot and a half big, and produces good orey work. MARK JAMES.

UNITED HILLS MINING COMPANY.

Sept. 24.—The lode in Williams's shaft is four feet wide, with ore throughout, but not of a rich quality. In the eastern end of the twenty-five fathom level the lode is one foot wide, good for ore. In the western end the lode is three feet wide, with stones of ore. In driving east in the thirty-five fathom level the lode is two feet wide—one foot producing ore of a fair quality. The stopes in the back still continue good. The lode in the adit level driving east is three feet wide, and poor. In the stopes the lode is two feet wide—good ore. In the ten fathom level the lode is from three to four feet wide, producing ore of a fair quality. In the twenty fathom level the lode is two feet wide. In the twenty-seven fathom level the lode is four feet wide, but coarse in quality. In the thirty fathom level the lode is two feet wide, with stones of ore. In the eastern end of the thirty-six fathom level the lode is three feet wide, producing ore of a fair quality. In the western end the lode is one foot wide, with little ore. C. PENROSE.

POLBREEN MINING COMPANY.

Sept. 22.—At Vice's Flat-rod engine-shaft we have completed cutting the cistern platt, fixing lift, &c., and have sunk sixteen feet below the twenty-two fathom level; the ground is hard for sinking. The twenty-two fathom level driving west, on Bowl and Butt's lode, is small and poor; ground hard. At this level driving east, on Dorcas's lode, it is about one foot wide, with a little tin; driving west, on Dorcas's lode, it is not so large as it has been in the last fathom or two, but still rich for tin. Dorcas's lode, at the twelve fathom level, west of Williams' shaft, is about six inches wide, producing some good work. In the bottoms, at this level, we still have a good course of tin. The twenty-two fathom level, driving south of Stainsby's engine-shaft, the ground is much the same as stated in former reports (rather hard). Annexed I beg to hand you the particulars of tin sold last Wednesday, the 19th inst., viz., 7 tons 8 cwt. 1 qr., amounting to 380*l.* 2s.
RICHARD ROWE.

TINCROFT MINING COMPANY.

Sept. 19.—I beg to inform you that we have this day sampled 147 tons of copper ore. The reason of its not being so much as last time is, that not so many of our tributers have been able to get about their ores, their takings not being expired. I have no doubt but we shall have a better sampling next. You will perceive by the ticketting paper sent you, that our tin sold well yesterday, 5*l.* 12s. 6d. per ton more than we got last ticketting at Treloweth. We shall get the same per ton for the four tons we have to sell per private contract (*i. e.* for that part the quality will make the No. 1—47*l.* 10s.), which will be about the quality of No. 2 (43*l.* 17s. 6d.) Part of the tin is delivered this day; part will be delivered to-morrow, and the remainder on Saturday or Monday. The copies of the tin bills I will send with my next report. It can be of no use sending you any till I can send you the whole. With respect to the appearances of the mine, I can speak of no material alteration since my last report. The south part of the lode, by the side of the engine-shaft, is rather larger, but not quite so good for tin, but still well worth pursuing. We have commenced sinking a winze under the 100 fathom level, in which we have a good lode for copper ore, and very promising indeed; all other places remain stationary. W. PAUL.

EAST WHEAL STRAWBERRY MINING COMPANY.

Sept. 24.—The ground in the new engine-shaft still continues favourable for sinking, and is now ten fathoms below the adit level. At the twenty-four fathom level cross-cut the ground continues improving as we drive. The lode in the western end is still about two feet in size, but rather poor. At the thirty-five fathom level east the lode is also poor. West, at this level, the lode is nearly two feet big—saving work. At Boundary, the lode in the eleven fathom level west of the shaft is very large and tinny, and seems improving as we drive westward. At the twenty-three fathom level west of Hoppet's the men are continuing to drive by the side of the lode, and the ground is very easy for driving. During the last month there has not been water sufficient to work all the water stamps, consequently we are prevented from returning as we wished. The tin stuff raised last month being about seven tons, fearing there will not be more than from four and a half to five tons ready for sale by the end of this week; this is a mortifying circumstance that we could not control, but this inconvenience is not likely to continue from the recent change in the weather. F. EVANS.

REDMOOR CONSOLIDATED MINING COMPANY.

Callington, Sept. 24.—The lode in the sixty fathom level north is not so productive as it has been heretofore; however, the appearances are still encouraging, and continue to yield some good work for silver lead ores. In the south end, the lode at present is small and unproductive. East, on Johnson's lode, at this level, the prospects are looking more favourable; lode about one foot big, occasionally showing tin. In the fifty fathom level north the lode has during the past week produced some good work for silver lead; but having now intersected a small flucar or slide, which has thrown the lode, we expect, a little to the east; this we hope shortly to ascertain. The lode in the forty fathom level north is from ten to twelve inches in width, producing silver lead ores, but not rich. The winze in the thirty fathom level south is sunk five fathoms; the lode is much the same as stated in my last, but in consequence of the water being so very quick, we are obliged to abandon the sinking, and put the men to rise in the back of the level below, so as to communicate with the said winze. All our other operations are going on satisfactorily. We sampled on Monday, the 24th inst., two parcels of silver lead ores, computed 35 tons 8 cwt. 1 qr. (21 cwt.) dry weight, viz., No. 1, 15 tons 2 cwt. 1 qr.—No. 2, 20 tons 6 cwt., of good quality. SAMUEL HARFUR.

CORNUBIAN MINE.

Chicerton, Sept. 25.—In giving you the report of this mine to-day, I beg to inform you that the winze at the eight fathom level, in the western part of the mine, is looking well, and our pitches in the back of this level are doing well at present. We are driving the sixteen fathom level towards the western shaft, and when this is completed, it will be of great advantage to this part of the mine. We have still a good lode at the twenty four fathom level, west of old engine-shaft, on Chiverton lode; this level is improved greatly since my last report. The same level east, on Chiverton lode, is very much improved since I wrote you last. The men that were driving north from the west caunter to cut the north part of this lode, will commence driving to-morrow on the west caunter, where they will have a fresh supply of air, and I trust a good lode soon, as it looks kindly at present. No alteration in the rise from the thirty-two to the twenty-four fathom levels. The engine-shaft men will commence almost immediately to drive north and south at the forty fathom level. We have now dressed and weighed from the tributers 22 tons 12 cwt.; about two tons dressed, not weighed; about twelve tons undressed at surface, and about three or four tons underground broke,
JOHN BORLASE.

BRITISH TIN MINING COMPANY.

Sept. 24.—*Trelaver Adit.*—The lode in this end is from eight to ten inches wide, carrying some tin. I think the lode has improved a little since my last. Let one fathom at 5*l.* The ground appears to be easing since this price was given. J. BRAY.

*** The directors have requested us to correct an error in our report of their meeting in last week's Journal; it was there stated that "the directors agreed to return what money might be received on account of the call, if a sufficient amount were not forthcoming"—the fact being, that some shareholder having requested the directors to agree to such an arrangement, the chairman stated "the directors had no power to do so, as they were bound to adhere to the regulations of the company, to forfeit all shares on which the call should not be paid;" and it was upon their refusing to do so, the motion for a call was put, and carried by a majority of one.

ST. HILARY MINING COMPANY.

Sept. 21.—In the seventy fathom level west the lode is ten inches wide, producing half a ton of ore per fathom. In the seventy fathom level east the lode is fifteen inches wide, producing half a ton of ore per fathom. In the winze in the bottom of the fifty fathom level the lode is eighteen inches wide, producing a ton of ore per fathom. The men in the shaft are going on tolerably well with their contract. We were obliged to suspend the sixty fathom level east, and put the men to raise in the back of the sixty fathom level, against the winze we are sinking in bottom of the fifty fathom level.
C. H. RICHARDS.

FOREIGN MINES.

IMPERIAL BRAZILIAN MINING COMPANY.

Rio de Janeiro, August 10.—It is with great satisfaction that I call your attention to the improved return from the mine. The 40 lbs. of gold sent to the washing-house, on the 26th and 27th July, came from the back of the shallow adit, west of Morgan's shaft, where the vein still retained a favourable appearance. Our works in this part of the mine have now proceeded as far south as under the shaft at Cumba, in the horizon of the fourteen fathom level, and we shall commence exploring this new mine. In the middle part of the mine the new north vein in the twenty-seven fathom, at Aveline's, both east and west, and the south vein over the fourteen fathom, at Hocheder's, have also produced some gold. In the east our works at the horizon of the forty-eight fathom level have shown the existence of a vein at Bayley's shaft, over the forty-eight fathom, and we are proving the body of jacotinga at this depth, by driving east and west upon it, and in a northerly direction, through the rock which divides the two limbs of the jacotinga.

Gold produce from 2d to 28th July, twenty-four nett days—39 lbs. 1 oz., 7 dwt 17 grs. G. V. DUVAL.

ST. JOHN DEL REY MINING COMPANY.

Morro Velho, July 3.—*Produce.*—From the partial failure in the distillation of the amalgam to-day, I am not enabled to state the amount of produce for June. There is obtained 4985 oitavas for the month, but there will be about 400 to 500 oits. to add to this amount; the exact weight will be ascertained on the 7th inst., when the distillations will be made for the next remittance, which will leave this on the 8th inst. The value of arrears of sand, exclusive of stamp sand, is estimated to contain about 550 oitavas of gold.

July 24.—The produce of this month, up to the 19th, inclusive, is 2819 oits. 48 grs.

MINAS GERAES MINING COMPANY.

Morro das Almas, July 24.—The stamps have been working continually, with the exception of a few short intermissions, for regulating the pitch. Supplied the thirty-one heads at work from ore on hand, which will soon be worked off. The stuff from the strakes of the stamps has accumulated, which we could not prevent. Shall leave the clearing up of the gold to the end of the month, when we shall take out the amalgam from the apparatus. In the mine we are lowering the sinking lift, and endeavouring to go down with the sump as fast as we can. No alteration yet observed in ore. The stamps will now consume a larger quantity of ore than we are able with our present force to raise; and having information that disposable blacks may be obtained at Ouro Preto, will endeavour to procure some.
J. C. HOCHEDER.

BRAZILIAN COMPANY.

Cata Branca, July 10.—I have this morning sent to Rio de Janeiro, for shipment to England, the gold on hand, being, exclusive of duty, that extracted from 5th of May to July 6th, inclusive, and amounting to 132 mks. 6oits. (81½ lbs).—Arrived per *Adelaide*, at Guernsey.

July 19.—The gold reports (even allowing for less work from scarcity of water) not being quite what they should be, from too large a portion of the eastern stope ground finding its way to the stamps, in consequence of my working that to the utmost so as to hole to the deep adit with all possible expedition, and wishing, without interfering with that important work, to, if possible, raise the produce—a portion of the ore ground broken in the rise, north-west level, and which being upon the run of the Olho Ouro Fino, was naturally deemed good, was sent down, and I am happy to say the result has surpassed the hopes of the most sanguine. I anticipate sending a few excellent gold reports. That for this week will no doubt amount to upwards of 20 lbs.

July 24.—The gold report for the past week, you will observe, has exceeded what I led you to anticipate, and as far as I can judge, I do not think the present week's will be at all inferior. This, for a quartz lode (magnificent return), comes mainly from the Olho Ouro Fino, which you were told was good, and through which I had commenced a rise for the purpose of laying open the ground west of it for stoping on the coming up of the deep level, leaving an arch standing between it and the Olho Jacara. I had taken many samples from this ground, and had no reason to suppose it generally good; in short, I believed the gold to be confined to the focus as it were, of the shoot or the Olho itself, precisely as has been the case with all the others. However, I find that the ground around it, as far as it has yet been opened, holds fairly rich; such being the case, I shall adopt measures necessary to enable the arch to be taken down, and which, although I do not anticipate finding as rich as that we are at present breaking, yet I doubt not its being very good. This great increase to our return, however short a time it may last, cannot but be looked upon as a piece of high good fortune. The level I told you I had commenced on a line of soft killas (decomposed clay slate) goes on well—not quite so fast as I could wish, from (strange to report of ground in this neighbourhood) its being too soft. In the deep level too, our luck seems changing. The lode on the flat wall side is softer.

July 28.—I considered it prudent to stop the new stamps, to enable more attention to be paid to the better ore we have had to deal with from the western ground; as likewise a greater force to be put where necessary. It is my intention to work fairly the stopes from the Olho Ouro Fino," so as to get at a tolerably correct estimate of its value, which a few weeks will enable me to do, when I will address you fully. I purpose leaving to-morrow on a short visit to Conceiçao, and Mr. Harding will conduct the establishment during my absence.

	lbs.	oz.	dwt.	gr.
Gold return for June	42	8	17	9
Ditto for the six months, to 30th June	216	11	8	15
Ditto from 30th June to 13th July .	15	10	9	7
Ditto from 14th to 27th July . .	42	3	10	8

The following letter relates to Conceiçao:—

Cata Branca, July 9.—I am happy to say that Capt. Scott's last week's report is more encouraging—nine feet had been driven in the one end, and no increase of water. I purpose going to Conceiçao very shortly, when I will write more fully. W. COTESWORTH.

MEXICAN MINING COMPANY.

Report of Mr. Kurtz on the mines of the Mexican Company, in the district of Yavesio, from the 14th June, to the 14th July.

San Emigdio and Jesus Maria.—From the adit Jesus Maria have been extracted, up to the 7th July, 593 cargas of ores; in these are comprised eight cargas of pepena (rich ores), four of which have been stamped in the hacienda Santa Ana, and their ley is as follows—viz.: Four cargas assayed 36¼ loths of silver, and one loth of gold per quintal.* The other four cargas are not yet stamped, for which reason I cannot now communicate their ley. The common ores are destined for the next stamping in Socorro, 1000 cargas of which I hope to complete in a few weeks from the adit Jesus Maria; this will enable us to ascertain their true ley. The adit Soledad is also giving the most satisfactory expectations of the discovery of the lode in ores, (this

adit is also in this class of mines). I have invited Mr. Fenochio to visit with me this adit, which he will do next Monday, in order to show him the extraction with the English carts (on the iron railroad constructed there). The known trial-works in the other mines, and the workings on the halvans, are going on in the same manner as I had the pleasure of communicating in my last report. A. F. KURTZ.

* 36½ loths, equal to 18¼ ounces of silver; and one loth equal to half an ounce of guld.—In corroboration of which Mr. Fenochio writes, under date July 15: "I am happy to learn from Mr. Kurtz that these (the San Francisco mines) promise to give us a good "metallado" (produce or yield of ore), particularly San Emigdio, from which we have obtained eight cargas of "pepena" (rich ores), which will average a ley of nearly three marks (twenty-four ounces) per quintal.

ANGLO-MEXICAN MINING COMPANY.

Guanaxuato, July 20.—*Mellado.*—I have now to mention this suit for the last time, and to inform you that it is at length wholly terminated; that I have received the full amount of the deposit money, less about $100 incurred by the depositees, and have given a notarial acquittance for it, and finally that there now remains no question pending between the company and the Mellado owners. J. STANLEY.

P.S.—Captain Morcom has just been with me, and reports that the roadway in the mine of Asuncion is now so near communicating with that from the Santa Ursula shaft, that the men in the two approximating "limpias" can converse together. This very necessary work will, therefore, soon be completed, and then we shall commence the extraction of ore. He also informs me that since his report was closed, the ore in the frente of San Juan (San Lorenzo) has very much improved in quality, and that they are still breaking down, or opening out, either side of the frente, to see the width of the lode from the little cross-cut to the alto, through which the planes were unwatered. He has brought a specimen of ore for assay, which looks very good, and it is taken from a point which he believes, so far as he has examined it, to be in macizo.

Captain Morcom's Report from June 18 *to July* 20.

Sirena.—There have been about twenty campos worked by about eighty or ninety buscones, who have extracted eighty-seven cargoes of ore, worth seven and a half marcs per monton, and the average weekly sales have been $519 4. The prospects of the campos in general have fallen off in the quantity of ores since the last report. Many of the buscones who had left have returned to their work, by which some increase of carga may be expected. The best campos at present are in the workings of Santa Eduvige and San Pedro; those of Santa Ives have declined. Three herramientas have been employed in the labor of Padre Eterno by day only, and three in that of Las Biboras. Have extracted about forty-two cargas of ore weekly, of seven and a half marcs per monton, and the average weekly sales have been $177 6. These were campos abandoned by buscones in macizo, and have produced little profit. There are now six herramientas in the latter labor, and has improved within the last week. The little shaft of San Pedro is cleared to the bottom, and put in good repair; extracting tepetate for the last three weeks, and cleared out several old workings not before examined by the company, which contain ores suitable for buscones labour. It is suspected that the under part of the principal cuerpo is not worked about this shaft; are carrying on a limpia to examine it, and if so found, there will be a fair chance of improving the mine. I have not yet ascertained whether the shaft was left off in ores, and not through the vein, through no opportunity of clearing the Caja; the water has risen since the last report one vara; it is now seven varas below the despacho of San Bruno; shall soon be enabled to take away some horses from San Lorenzo and Asuncion, to work the malacate in draining this mine.

San Lorenzo.—Two and seven-eighths varas have been only advanced in the frente of San Juan, owing to the water being let down by the cross-cut, about thirty varas behind the frente to the alto; the level was filled with water for about two weeks, but is again dry, and have begun to examine the workings. The cross-cut arrived at the cuerpo alto in about four varas driving from the medio; it cut into the centre of a pozo, which appears to be near the bottom of the mine. The cuerpo here is from one and a half to two varas wide, and half of its width towards the alto contains tolerable ores for silver, but exceedingly rich in gold; the under part is common azogue, with a good ley of gold; cuerpo favourable for working, and appears capable of yielding a liberal quantity of carga; already extracted forty cargas of tolerable ores, and in a few days shall begin working more liberally. Preparing to get to the bottom of the pozo as soon as possible; as far as we have examined, are of opinion that the cuerpo medio is entire throughout this mine. Two herramientas are employed near the frente of San Juan, to cut through the cuerpo medio—fifteen cargas of tolerably good ores are extracted, with a tolerable ley of gold; cuerpo is wide, and contains ores in tolerable quantities, and promising. Shall shortly increase the herramientas to increase produce. Only twenty cargas of ordinary ore have been extracted by buscones, which sold for $26.

Asuncion.—The buscones have extracted from San Diego fifty-six cargas, worth about eight marcs per monton; and the sale produced $252 4; continue the same in prospect. Water lowered fifteen varas—is now at the level of the second despacho; are clearing and draining as fast as possible, with a view to get at the cajo of the Tiro. Have not yet succeeded in communicating from the mine with the shaft—it is very near, and is therefore expected to be completed in a few days, when an examination will be made of the workings of this large mine. Several extensive workings are offered of a regular ley; have not begun to work, until the aforesaid communication is made; the interior workings are on a grand scale, imitating the mines on the veta madre—most resembling Mellado. The cuerpo alto, in Santa Ursula Proper, is generally worked, but the medio and baxo are as yet seen quite entire—without any speculation being made on them. In Asuncion Proper the cuerpo baxo appears to be generally worked, when the medio and alto ores are but very little; if these should yet prove facts, there is a promising field for future speculations, without drainage, and every facility for working at hand. There are three other points worthy of speculation—the Pilandel Valle, on the pechado of the mine of Santa Ursula Proper; the ground on the north side of Asuncion Proper; and that on the south-east side of the mine of Santa Ursula. Shall begin to make a map of these united mines for use in working them.

UNITED MEXICAN MINING ASSOCIATION.

Report on the state of the workings of the mine of Rayas.

July 19.—*La Purisima.*—*Santa Victoria.*—The pits of Remedios and San Porfirio are suspended for the present, both having fallen into borrasca. The pit and front of San Rafael contain a small quantity of ordinary ore. The front to the north-west has been communicated with the pit of Remedios. The produce from the pit and front to the south-east of Santa Lucia is not very important; the class of the ores is ordinary, amongst which a few very narrow threads are met with. This pit is about to be communicated with the front of Concordia, to the north-west of the despacho of Guadalupe of the great shaft. The pit and front to the south-east of Apostoles, are yielding a small quantity of ore, of the common class, with the usual rich threads. The pit of Santa Margarita is more productive than the other workings of Santa Victoria, and contains some rich bunches and threads of good quality amongst the common classes; a new front to the south-east has been opened on ores similar to those of the pit. The communication between this pit and La Purisima del Tiro Gral has been opened, whereby the workings generally are now well ventilated, and the ore carriers now convey thirty arrobas to the shaft for one rial, whereas, before this communication was opened, they carried only nine arrobas for one rial. A small quantity of ore is being thrown down from the south-east side of the pit of San Lazaro, and likewise from the roof of the original front of Apostoles.

San Hermion.—In Varones, the ores have been followed up in the roof, and a front on each side has been opened, all three points having been very productive, and the quality of the ores very superior up to the present time; a falling off is now observed, more particularly in the roof, where a small cavity has presented itself, in what was the centre of the body of ore. In the pit of Pilar, a cross-cut to the upper part of the lode is being driven in search of the body of ore that is being followed up in Varones. Forty-eight pair of barmen are employed in La Purisima by day, and thirty-seven by night. The weekly produce of ore in the rough state has averaged 1500 cargas, which, when picked, have yielded 156 cargas of azogues, of about thirteen marcs per monton in the patio, and two marcs plata de ley in the arrastres—seventy-nine cargas tierras de mortero, and 302 cargas tierras de labor, together of about six marcs per monton in the patio, and one marc plata de ley in the arrastres.

San Cayetano.—The fourth pit of Jesus contains a very fair portion of ore in bunches and small bands; some few threads are appearing against the upper part of the working. In the pit of San Feliciano, besides the usual body of ore which crosses the working from north-west to south-east, and which is rather productive, another body, above this, has presented itself, and the quality of its ores seems better than those from the other body. The guija de oro is very inconstant. Twelve pair of barmen are employed in San Cayetano by day, and an equal number by night.

San Pio.—Ores of a good quality are still found, although in small quantity, to the south-east of the communication between the contra cielo, and the old working of Los Reyes. A new contra cielo, in the advanced part of the upper front, is yielding a small portion of fair ore. Four pair of barmen are employed in San Pio by day, and as many by night. The weekly produce of ore in the rough state for San Cayetano and San Pio, has averaged 580 cargas, which, when picked, have yielded forty-seven cargas of azogues, and twenty cargas tierras de mortero, together of about six marcs per monton in the patio, and one mare plata de ley in the arrastres.

San Miguel.—The cross-cut has been driven 6.68 varas since the last report; a reliz, from which water issues, has just been cut through, and the work is now advancing in a slaty stone, which is any thing but encouraging. The old working mentioned in last report, has been partially cleared, and a small quantity of ore has been met with, which has been rather more promising during the last few days—this point is called San Francisco. In following up what appears to have been an old road, some timbering, in a very decayed state, has been met with; the work is being carried forward, and a careful examination made of all new ground as it is laid open. Since the last report, there have been four sales of ores extracted by the buscones, amounting in all to $14,702 1, of which one-half, $7351 0 4, belongs to the mine, and a heap of tierras, the sweepings of the patio, have been sold for $275.

Ores sent to the Haciendas.—Barrera, 2782 cargas; Dolores, 1101.—Total, 3883 cargas.

Ores on hand at the Mine.—Picked, 1465 cargas; unpicked, 235.—Total, 1700 cargas. G. R. GLENNIE.

Mine of Rayas.—My last dispatches conveyed to the court a copy of the new contract with the Sardaneta family, and some remarks by me on its provisions and improved position of the company, in virtue thereof, which I repeat, will, I trust, meet with the cordial approbation of the directors.

In handing you the enclosed usual monthly report on the operations at the mine by Mr. G. R. Glennie, I have nothing particular to observe thereon, except my regret that the actual appearances of the workings generally of Purisima, San Cayetano, and San Miguel, should not be more favourable, and the produce more abundant. Every possible exertion is being used to increase the latter and to advance to more promising ground. A very important communication has recently been effected between the great shaft and the numerous and extensive workings of Purisima, by which means the produce and rubbish from those workings can now be extracted for less than one-third of the expense hitherto incurred, and the same saving is produced as to time. A work of research has been commenced this week in one of the upper levels, in the hope that something favourable will be discovered in some virgin ground there, at a point called San Juan, about 280 varas from the surface, and in the immediate neighbourhood of the great shaft. The general produce of picked ores, from the week ending the 9th ultimo to that ending the 14th inst., has averaged nearly 600 cargas weekly, and the sales on joint account with buscones, which are five in number, have yielded the gross amount of $17,380 7, or $3476 weekly, divided equally between the mine and the buscones. The amount receivable from both these sources, deducting therefrom the memoria of the mine, and the reduction expenses, &c. of the ores, is estimated to yield a weekly profit of about $300 or $400 during the above-mentioned period of five weeks, notwithstanding that the outlay of the mine has been heavier than usual, in order to lay in a stock of maize and straw against the rainy season. The ores at the haciendas, belonging to the old contract, have all been ground up, and are undergoing reduction, but the latter will not be entirely completed until the end of next month, so that the corresponding accounts cannot be made up until the latter part of the following one. The surplus returns, however, are estimated, approximately, at upwards of $300,000, including such portion of the Arista indemnity, recovered to the end of April last, as belongs to Rayas, a result which, I trust, will prove satisfactory to the directors.

Remittances.—The actual political state of the country not having interfered with the ordinary security to specie conductas, the one for Tampico left hence on the 12th inst., and by it I forwarded the sum of $20,000 to Messrs. Erdmann and Brother, with directions to add thereto $2500 received by them for account of the association, and to ship the proceeds, after deducting the usual charges, to the order of the chairman of the court, by the first British packet. The amount so to be shipped will be about $21,000, which I mention for the purposes of insurance.

NOTE.—The remittance above-mentioned, amounting to $21,000, has arrived. JOHN MATHER, Secretary.

London, Sept. 27.

Statement showing the outlay and returns in respect of the mine of Rayas, from the 29th October, 1836, to the week ending the 28th April, 1838, on expiration of the company's contract in respect of 15½ bars held by the Sardaneta family, and the value of ores on hand:—

Amount of surplus on the 29th October, 1837				$103,349	1 5
Outlay from 29th October, 1837, to 28th April, 1838	$425,606	7 0			
Returns during the same period	718,900	6 6	— 293,293	7 6	
Excess of returns				$396,643	1 3

Value of Ores at the Haciendas belonging to the Mine.

Hacienda of San Matias			$5487	4 0	
Hacienda of Barrera			4007	4 0	
Silver on hand, 182 marcs plata de ley value			7000	0 0	
Ditto ditto 254 marcs, copella value			2200	0 0	— 18,695 0 0
Total surplus				$415,338	1 3

Statement showing the outlay and returns in respect of the mine of Rayas, from the 28th April to the week ending the 14th July, 1838, as per contract of 1st June, 1838, and the value of ores on hand:—

Amount of outlay from 28th April to 14th July, 1838	$80,419	3 0			
Ditto returns, during the same period	45,450	5 0	— 34,968	6 0	
Surplus				$3,646	2 0

Value of Ores at the Haciendas belonging to the Mine.

Hacienda of Barrera			$9,932	0 0	
Hacienda of Dolores			8,453	0 0	
At the mine of Rayas			20,230	0 0	— 38,615 0 0

J. N. SHOOLBRED, Manager.

CANDONGA MINING COMPANY.

Candonga, July 3.—The slide or cross-course mentioned under the head Mina de Pedra Bottoms, has been the means of foiling us not a little. We have for some time avoided an attack on it, from the apprehension that we should, in our progress, encounter such a stream of water as would effectually put a stop to our operations there. However, now having almost the immediate prospect of relief from such difficulties should they occur, we do not scruple to set to work determinately; the prospect of relief to which I allude, will easily be recognised—the holing of the winze from Moore's level to the deep adit. It is very possible, that ere I close this, I may have the pleasure of communicating to you the fact, that this very desirable work has been accomplished. You will not be astonished to find that the gold returns have very considerably diminished, owing to the circumstances above-mentioned; we have been denied the chance of advancing advantageously, however, I trust that my next respects will convey to you most favourable tidings. In Moore's level, we are as near as can be, without actually having holed some courses, since Captain Roskrou, being in the adit, could distinctly hear the man in the winze give the word "fire;" consequently, not many hours can elapse, ere we effect a junction; the ground is trembling under the action of the jumper, and a deep hole will be shot, to afford me the chance of telling you that we had so far realised our expectations. I have little to say regarding the other paragraphs of the report; experience has taught us, that meddling with these fluccans is most frequently attended with risk; it has before now happened, that working comparatively dry, we have been suddenly surprised by such a coming stream, as to seriously inconvenience us; the clayey and close nature of these formations (fluccans) seems to act as a dam to keep back the water. The gold report accompanies this; I am sorry that it does not wear a more propitious aspect; difficulties, especially in mining, will occur, and it behoves those employed in such undertakings, to use every exertion to overcome them. Up to ten o'clock, a.m., I am very happy to say, that it has turned out as was anticipated; a messenger has just arrived from the mine, bringing the very acceptable intelligence of their having holed the winze in Moore's level, to the deep adit; we have now comparatively little to fear from water or poor air.

July 13.—You will recollect, that in the outset of our undertakings here, very much was said as to the riches contained in a certain pile of stuff, called the "cata burrow;" we are about to test the truth of this, on an extended scale. A new road has been cut, so that with comparative facility we shall be enabled to convey to our strakes, such a quantity, as shall at once assure us of the prudence of continuing our project; in my opinion, if we proceed at all, it should not be by driblets, but make the experiment, and assure ourselves of a fact, in the most comprehensive manner that our means may admit; the result will be submitted to you in due time.

July 23.—You will perceive that we are endeavouring by all possible means to conquer the enemy which has appeared in the cross-courses; it would be absurd to suppose that the lode had been entirely chopped out, it has been hoved somewhere, and it is our business to find in what direction. Our several operations proceed with accustomed zeal; and I think I may undertake to promise every exertion on our part, so that I may have the pleasure, shortly, of forwarding more favourable accounts.

A. F. GOODRIDGE, M. D.

July 21.—*Mina de Pedra Bottoms.*—After having driven about eight feet on the cross-course, in very hard ground, without any appearance of the jacotinga, bored a hole of twelve feet through similar stone, and not being able to reach the jacotinga, were induced to drive on the old cross-course (Northey's), to ascertain its bearing at this level, and also to see where the junctions of the two cross-courses would take place; in the commencement, the ground in Northey's proved favourable, but since, a little harder.

Thirty-seven Fathom Level, west.—The ground in this place has within the last few days changed for the better, being on the upper part of the Mina de Pedra branch; this level is more under the perpendicular of Ox-shaft.

J. DALLEY.

Gold report up to 2d June, 28 lbs. 19 grs.; up to 2d July, 7 lbs. 7 oz. 6 grs. making a total of 35 lbs. 7 oz. 1 dwt. 1 gr.

REAL DEL MONTE MINING COMPANY.

Mineral del Monte, July 25.—The accounts exhibit results rather more unfavourable than were shown in the estimate, owing to the purchase of stores, which, when the estimates were formed, had not been foreseen. The estimated loss for these two months was $8350, and the apparent loss about $15,700; in reference to which, however, I beg to call the attention of the court to Mr. Ehrenberg's statement of the receipt and delivery of stores, which shows that an increase of stock took place during this period, amounting to about $33,000. The estimate for costs and returns for August, show an equal balance; costs, $62,000, returns (fifty bars of silver), $62,000. The accident to the engine at Terreros will probably occasion a hindrance of the working upon the ore in the Santa Teresa and Teresa bottoms for a week or more; had not this accident occurred, I might have included a few more bars in the returns in the above estimate. Likely, for some time to come, to be able to dispose of our silver produce on the same advantageous terms we have hitherto obtained. The mint continues to pay promptly, and parties still offer us two per cent. on the mixta bars. Their licenses are likely to run out in a few months, when we cannot calculate upon so favourable terms: do not find it likely to be profitable to purchase licenses, through the honourable conduct of the mint and uncertain rate of exchange, commerce being paralised by the French blockade. I noticed in my last letter our intention to make trial of the quicksilver ores of San Onofre, which we had brought here for that purpose. With two cast-iron retorts, sent here for experiments at Regla, we made trial of the ore; varied the charges from 75 lbs. to 100 lbs., mixing with some charcoal, as proposed by Mr. Dunn, and with others lime, in the old method. The result is an equal produce of quicksilver, with the difference that the charcoal requires a longer time for extraction than the lime, varying in time, and with an equally strong fire from six the lime, to eighteen and twenty-four hours for the charcoal, and even then the calcareous matrix of the ore does not appear to be reduced to a caustic state or quicksilver. This being the first experiment here, was imperfect, the produce being only 4½ to 5½ per cent.; subsequent experiments have uniformly realised from 6½ to 7½ per cent.; intend continuing the experiments with a more simple apparatus.

BOLANOS MINING COMPANY.

Bolanos, July 19.—San Clemente continues as usual, the labores alternately failing and improving. The end of San Espiridion has been of late more constant in branches of ore, which have more or less continued for the last six weeks. The only difficulty we have had in it is the water in the plan of the winzes, Nos. 1 and 2, east of the shaft, where we are raising our best ores, but by using extra labour, we drained the winzes, and lowered the water about two varas in the neighbouring mine. There is some improvement in Gallega, both in the upper level of Taylor's east, No. 1, and in the neighbourhood of San Aadres winze; another promising point is also the level of San Alejandro, in the discovery of some good azogue ores. Have seen the bottoms of the Barranco mine, but, through some obstacles, not with advantage. The extraction of ores has continued enough to keep the hacienda Chica at work, and as soon as we sink the four winzes in the planes, we shall be able to increase our extraction.

ZACATECAS MINING COMPANY.

July 16.—We accompany duplicate of our last respects dated 18th ult., and have now to acknowledge the receipt of your valuable letter of 16th April, the contents of which have our particular attention. We perceive from it to our regret, that the second set of bills drawn by Mr. Bodmer without a special credit, caused you some surprise; and we note, that in consequence thereof, you authorise no other drafts but against the credit of $50,000, sent out in your letter per January packet. This restrictive order has reached Mr. Bodmer at a very unfavourable moment, when he was more than ever anxious to have it in his power to continue on the former footing for a short time, say a month or two at least, since the lapse of that period would in all probability have enabled him to create some pecuniary resources of his own; and as he had great, and we fancy, well founded hopes, that the two compromisos which have occupied him chiefly hitherto, namely, Valenciana and Leona, would in July or August, be in a sufficiently advanced state, to defray a great or the greater part of their own expenses. By having no further funds assigned to him, he has been thrown back very considerably; as the balance of funds, even adding the probable proceeds of the ore which is beneficiating, will only enable him to go on with one of the compromisos until the next packet arrives, which he expects will bring him fresh credits. The writer has not yet been able to take a trip to Plateros, as he intended, to convince himself with his own eyes, not only of the progress and prospects of the negotiation, but also of the mischief this unfortunate stoppage must have caused; but he proceeds there immediately after the departure of this letter, and may yet be able to give some additional news by the present packet. That the water is heavy and gives much trouble, we know; but we are also led to expect, that it will be overcome in a day or two. We have received 329§ marcs of silver, the first produce of the ores sent to the hacienda of Buen Suceso at Panaco; but we are yet ignorant of the number of cargas to which this corresponds.

July 23.—We refer to our respects of the 16th inst., to which we beg to add the present lines, hoping they will reach the packet. The writer having at last taken his long intended trip to Fresnillo and Plateros, it affords us sincere pleasure to state that, with the exception of the water which is rather powerful, he has found everything very much to his liking. The surface-works are very far advanced (in fact they are much more extensive than he could have anticipated), and the underground ones hold out brilliant expectations. The writer went there accompanied by Mr. William Stein, a gentleman of first-rate acquirements in mining, who is, in fact, considered the best miner in the country, and he is happy to say, that the latter's opinion of Plateros is very favourable indeed. Mr Stein thinks very well not only of Valenciana, but of the whole district; and he would be glad to contract two mines offered him, in his capacity as representative of Mr. Floresi, the one situated on the Cata de Plata lode, the other on a vein south of Valenciana, and running nearly parallel with the Meona lode, were not the distance from Zacatecas, where his head-quarters are, not too serious an inconvenience. Having so respectable an authority to cite in favour of your mines, we may as well dispense giving our own opinion on the subject.

LEHMANN & PENNY.

NORTH WALES MINES.—We understand that during the last week Mr. Richard Griffith, of Dublin, the eminent geologist, was for several days engaged in visiting the mines in the metalliferous district of Snowdon, particularly those of Drws-y-Coed, Llanberris, and Clogwyn Coch. Of these mines he is one of the lessees under Mr. Assheton Smith.—*Chester Chronicle.*

LEAD MINE IN CAREPHAIRN.—A short time ago some labourers, who were engaged quarrying a few stones on the estate of Col. M'Adam, of Craigengillan, discovered a small quantity of lead ore.—*Dumfries Courier.*

RAILWAY FROM MANCHESTER TO THE HUMBER.—We learn that a survey of the proposed line from the Sheffield and Manchester Railway, near Penistone, to the Humber, is now proceeding under the superintendence of Mr. Locke, and that it is expected that he will, in a very short time, be enabled to make his report upon its engineering merits.—*Sheffield Iris.*

DIVERSION OF ROADS BY RAILWAYS.—The Grand Junction Railway Company have, with their usual coolness, stopped up a road in the neighbourhood of Perry, and, after taking a short road by the side of the railway, have diverted it into the turnpike-road. This, and several other similar instances of stopping up ancient ways, have given great offence to the inhabitants, and the surveyor of the roads for the district, desirous to try their right to commit such a public injustice, passed over the railway to the other side of the road. He was summoned before the magistrate for an infringement of the Railway Act, who felt called upon to convict, and fined him in the lowest penalty of 1*l.* Not satisfied with the decision of one magistrate, he again passed the railroad, and the case was heard on Monday before the Earl of Dartmouth and another magistrate, who, declaring that no option was left them by the Act of Parliament, again inflicted the smallest penalty allowed by law. The commissioners of the road will indict the company for stopping up ancient roads.—*Worcester Journal.*

RAILWAY ADJUDICATIONS.—Edinburgh and Newhaven Railway Company *v.* Scott; price demanded between 30,000*l.* and 40,000*l.*; the jury gave 4,250*l.*, without awarding any sum in the name of damages. Glasgow and Ayrshire Company, demand 7000*l.*, award 3240*l.* Northern and Eastern Company, demand 7000*l.*, the jury gave 2305*l.* Eastern Counties Railway Company, demand 1500*l.*, jury gave 1000*l.* Commercial Blackwall Company, demand 1500*l.*, jury gave 1096*l.*; another case, demand 1826*l.*, jury gave 760*l.*; another, demand 2500*l.*, jury gave 1700*l.* Bristol and Exeter Company, demand 2300*l.*, reduced to 1400*l.*, jury gave 775*l.* South Eastern Company, demand 2340*l.*, jury gave 878*l.* 4*s.* Manchester and Leeds Company, demand 1205*l.*, jury gave 270*l.*; another case, the valuations from 2500*l.*, to 3465*l.* 6*s.* 2*d.*, the jury gave 700*l.* 3*s.* 4*d.*; another case, the valuations from 6990*l.* to 8419*l.*, the jury gave 3800*l.*; another case, valuation from 3000*l.* to 5100*l.*, jury gave 1750*l.*; another, demand 847*l.*, jury gave 360*l.* 18*s.* 9*d.* Taff Vale Railway, demand 1330*l.*, jury gave 514*l.*; another case, demand 1352*l.*, jury gave 347*l.* 9*s.* 9*d.* Chester and Birkenhead Railway, demand 21.923*l.*, jury gave 3250*l.* Cheltenham and Great Western Union Railway, demand 2200*l.*, reduced to 2100*l.*, the jury gave 1056*l.*

ACCIDENT ON THE GREAT WESTERN RAILWAY.—On Wednesday a most serious accident occurred on this line near the terminus at Maidenhead. During the last fortnight two experimental trains have travelled daily to and fro heavily laden with stones and iron, for the purpose of trying the strength of the rails and "permanent ways." At twenty minutes before eight o'clock that morning, the Eolus engine started from the Paddington terminus with nine carriages heavily laden on an experimental trip towards Maidenhead, and at eight o'clock the North Star engine left the same terminus with what is termed "the eight o'clock train," consisting of seven carriages and five stage-coaches, the whole occupied by passengers and luggage. Along the whole line the fog was very dense, and between the West Drayton station and Slough the North Star overtook the Eolus, which train it propelled from behind to Slough, where the North Star stopped to set down passengers, the Eolus continuing its progress. The North Star did not delay more than two minutes, when it proceeded on its journey to Maidenhead at a steady pace, the fog being very thick on that portion of the line, the engineers and attendants not being able to see more than fifty or sixty yards before them. When near the engine-house, close to Maidenhead, the Eolus was perceived to be only about fifty yards ahead of them, on the same track of rails, and it being feared, unless that engine quickened its speed, that a collision must take place, the whistles of the guards were loudly sounded to give notice of the North Star's approach, the engineers and attendants of the latter train instantly using their "breaks" to endeavour, if possible, to check their speed. Unfortunately, however, they were unable to do so, and almost immediately afterwards the North Star came with great force against the hindmost carriage of the Eolus train, by which it was shivered into a thousand pieces, the roof knocking off the chimney of the North Star, and otherwise damaging it and injuring the works. The next carriage of the Eolus train was also much shattered and forced by the concussion up like a watch-box on to the top of the carriage immediately before it, which was likewise much damaged. The excitement and alarm among the passengers were great, but fortunately none of them sustained any injury. The damage done to the engines and some of the carriages was considerable.

EDINBURGH AND GLASGOW RAILWAY.—We are happy to understand that Messrs. Gibb and Son of Aberdeen, so well known for the execution of the Dean Bridge, the Glasgow Bridge, and other extensive works throughout the country, are the successful competitors for the first and greatest contract on the line of this railway; viz., that from Norton to near Priestinch, being a distance of about five miles. This contract comprehends the great viaduct across the Almond valley. It is the heaviest part of the line, and will require the longest time in the execution. We are glad to learn, however, that it has been contracted for, on the whole, within Mr. Miller's parliamentary estimate; and when we look to the names of the respectable contractors, we cannot help thinking that the settlement of this contract on such terms is a matter of the utmost importance, and that it will tend materially to insure the most successful results to the great national undertaking.—*Scotsman.*

BRANDLING JUNCTION RAILWAY.—The works of this railway are so far advanced, that the directors are enabled to fix the opening of the line from Redheugh through Gateshead for the 15th October, when passengers and merchandise may be conveyed from the Newcastle and Carlisle Railway, to the company's depôt on the east of Gateshead, and coals delivered into vessels at the company's drops and quay, at the east end of Hillgate. Between South Shields and Monkwearmouth the works are also now proceeding with considerable expedition, and it is calculated that that part of the line will be ready for opening by about the 1st of January next. The deep cutting necessary to form the inclined plane on the west side of Gateshead is now finished, the permanent way laid down, the stationary engine-house nearly built, and all the arches of the viaduct over the town closed, and the wooden bridges are also prepared, and ready for putting up across Oakwellgate and West-street. A considerable portion of the quay is also built.—*Newcastle Courant.*

NEW SYSTEM OF STEAM POWER.—A few days back the directors of the Havre Railroad witnessed the trial of a new system of steam-power, which solves the problem of the augmentation of the force in proportion to the increase of friction upon declivities. Under the direction of Messrs. De Cazes and Arago, the machine was worked upon a road presenting the most diversified declivities, and the result was constantly in favour of the inventor. It is believed that the council will go to the expense of constructing a machine for a new trial with the ordinary locomotive engines on an inclined plane.

PURCHASES OF BLACK TIN AT REDRUTH.

SEPTEMBER 18.

Purchasers.	Mines.	Tons	Total	Price.	Each Parcel.	Total Amount.
				£ s. d.	£ s. d.	£ s. d.
TRELOWETH & CARVEDRASS HOUSES.	Charlestown U.M.	14		49 12 6	694 15 0	
	....	10½		45 12 6	479 1 3	
	....	2		40 7 6	80 15 0	
——	Polgooth	1½		46 0 0	80 10 0	
——	Tincroft.....	4		47 10 0	190 0 0	
——	....	3		43 17 6	131 12 6	
——	....	1		....	41 7 6	
——	Carnon	5½		59 5 0	340 13 9	
——	Poldice	6½		45 7 6	294 18 9	
——	....	2		34 0 0	68 0 0	
——	Cook's Kitchen .	1¼		46 10 0	63 18 9	
——	Wheal Unity Wood	3		43 15 0	131 5 0	
			54½			2596 17 6
TRELISSICK HOUSE.	Carnbrea	7½		48 7 6	362 16 3	
	...	4½		47 17 6	215 8 9	
——	....	2		48 17 6	146 12 6	
——	...	1½		43 10 0	65 5 0	
——	Teague's Bargains	1		....	46 5 0	
——	....	½		43 0 0	32 5 0	
——	Carnon	2½		54 0 0	121 10 0	
——	...	1½		47 17 6	71 16 3	
			22			1061 18 9
TREBEIPE HOUSE.	Tincroft.....	4		47 10 0	190 0 0	
——	Teague's Tin	8½		48 5 0	422 3 9	
——	Cook's Kitchen ..	5		48 5 0	241 5 0	
——	....	1½		46 10 0	63 18 9	
			19½			917 7 6
CHYANDOUR, ANGARRACK, & CALENICK HOUSES.	Charlestown U.M.	2		49 17 6	99 15 0	
	Wheal Kitty.....	10		50 2 6	501 5 0	
	....	5		44 15 0	223 15 0	
	Polgooth	7½		49 10 0	389 16 3	
——	Wheal Budnick ..	1½		47 15 0	71 12 6	
——	....	3½		50 2 6	187 19 4	
——	....	1½		46 2 6	69 3 9	
——	....	1½		49 10 0	61 17 6	
——	Carnon	½		....	24 1 3	
			33½			1629 5 7
TRETHELLAN & MELLANGAR HOUSES.	Charlestown U.M	2		49 17 6	99 15 0	
	Wheal Kitty.....	10		50 2 6	501 5 0	
——	....	5		44 15 0	223 15 0	
——	....	7½		49 10 0	389 16 3	
——	Wheal Budnick .	1½		47 15 0	71 12 6	
——	....	3½		50 2 6	187 19 4	
——	....	1½		46 2 6	69 3 9	
——	....	1½		49 10 0	61 17 6	
——	Carnon	½		....	24 1 3	
			33½			1629 5 7
Bissoe Bridge.	Wheal Grey	..		53 5 0	372 15 0	
			7			372 15 0
			169½			£8207 9 11

PURCHASES OF COPPER ORES AT SWANSEA,

SEPTEMBER 19.

Purchasers.	Mines.	Tons	Total.	Price.	Amount.	Total Amount
				£ s. d.	£ s. d.	£ s. d.
1. FREEMAN & Co.	Knockmahon	72		8 5 6	595 16 0	
	....	44		7 14 6	339 18 0	
			116			935 14 0
2. GRENFELL & Co.	Cobre	99		34 3 6	3383 6 6	
	....	9		32 7 6	291 7 6	
——	Ballymurtagh	33½		3 10 0	117 5 0	
——	....	6½		3 10 0	22 15 0	
——	Connorree.....	46		2 15 6	127 13 0	
——	Llandidno (New)..	51		1 1 0	53 11 0	
——	....	5		2 10 6	12 12 6	
			250			4008 10 6
3. CROWN COPPER CO.	Knockmahon ..	121		7 11 0	913 11 0	
	....	79		6 1 6	479 18 6	
			200			1393 9 6
4. SIMS, WILLYAMS, NEVILL, and Co.	Chili	72		12 17 6	927 0 0	
	Ballymurtagh	6½		3 10 0	22 15 0	
——	Cronebane	53		5 11 0	294 3 0	
——	Connorree.....	22½		4 8 6	99 11 3	
——	Llandidno (New)..	7		7 12 0	53 4 0	
			161			1396 13 3
5. VIVIAN & SONS.	Cobre	114		19 4 6	2191 13 0	
	Ballymurtagh ...	80		3 16 0	304 0 0	
—	....	33½		3 10 0	117 5 0	
——	....	45		3 10 0	157 10 0	
——	Connorree....	22½		4 8 6	99 11 3	
——	Mexican	53		11 16 0	625 8 0	
——	....	13		4 14 6	61 8 6	
——	Ballygahan	63		3 19 0	248 17 0	
			424			3895 12 9
6. WILLIAMS, FOSTER & Co.	Chili	98		20 4 6	1982 1 0	
	....	71		20 8 6	1459 3 6	
——	....	38		27 0 0	1026 0 0	
——	....	28		21 18 6	613 18 0	
——	....	15		24 17 6	375 2 6	
——	Cuba	73		25 13 6	1874 5 6	
——	....	72		25 13 6	1848 12 0	
——	....	71		25 6 0	1796 6 0	
——	.. .	69		25 13 6	1771 11 6	
——	Tigrony..	89		5 9 6	487 5 6	
			624			13223 5 6
MINES ROYAL 7. Co.	Chili	105		12 12 0	1323 0 0	
	....	40		12 16 6	513 0 0	
——	Cobre	45		21 3 0	951 15 0	
——	.. .	85		20 4 0	1717 0 0	
			275			4504 15 0
8. VIGURS and Co.	Knockmahon	100		7 17 0	785 0 0	
	....	60		10 6 0	618 0 0	
——	....	52		8 10 0	442 0 0	
——	Cobre	45		21 3 0	951 15 0	
			257			2796 15 0
			2307			£32,064 15 6

SALE OF COPPER ORES AT TRURO.

Sampled Sept. 12, *and Sold at Pearce's Hotel, Truro, Sept.* 27.

Mines	Tons	Price	Purchasers	Mines	Tons	Price	Purchasers
		£ s. d.				£ d. s.	
Consols.	104 ..	4 15 0	Williams.	Fowey Con.	87 ..	5 18 0	Mines Royal
ditto	163 ..	8 1 6	——	ditto	82 ..	5 14 6	——
ditto	101 ..	8 6 6	——	ditto	71 ..	5 3 0	Freemans.
ditto	93 ..	4 12 6	——	W. Leisure	82 ..	2 10 6	Vivians.
ditto	92 ..	5 18 0	——	ditto	78 ..	3 9 6	——
ditto	91 ..	5 17 0	——	ditto	56 ..	2 5 0	——
ditto	86 ..	6 11 6	——	ditto	30 ..	4 16 0	Nevill & Co.
ditto	82 .	7 12 6	Mines Royal	ditto	19 ..	3 8 0	——
ditto	80 ..	8 9 0	Vigurs & Co.	Wh. Ellen	82 ..	4 8 6	Mines Royal
ditto	76 ..	7 14 6	Mines Royal	ditto	54 ..	4 2 0	Nevill & Co.
ditto	71 ..	9 4 0	Vigurs & Co.	ditto	48 ..	5 13 6	Mines Royal
ditto	59 ..	7 16 0	Crown Co.	ditto	31 ..	7 10 6	——
ditto	58 ..	7 6 6	Vigurs & Co.	ditto	25 .	3 5 6	Vivians.
ditto	55 ..	6 13 0	Crown Co.	W Change (Tregol. & Tretoil)	88 ..	10 2 6	Nevill & Co.
ditto	53 ..	5 12 0	Vivians.				
ditto	50 .	5 4 6	Freemans.				
ditto	49 ..	2 10 0	Crown Co.	ditto	42 ..	12 11 0	——
Gt. St. Geo.	75 ..	3 17 0	Freemans.	Levant	66 ..	12 19 0	Freemans.
ditto	61 ..	3 19 6	——	ditto	51 ..	11 0 6	——
ditto	55 ..	2 17 0	Vivians.	E. Crinnis	64 ..	8 4 0	Crown Co.
ditto	52 ..	6 15 6	Freemans.	ditto	32 ..	6 5 6	——
ditto	44 ..	3 1 6	Vivians.	Prudence	55 ..	4 5 0	Nevill & Co.
ditto	33 ..	7 6 0	Freemans.	ditto	41 ..	3 18 0	——
ditto	40 ..	2 17 0	Nevill & Co.	Pembroke	37 ..	5 2 0	Crown Co.
ditto	36 .	4 6 6	——	ditto	11 ..	9 2 6	——
Fowey C.	96 ..	5 15 0	Williams.	Wh. Kitty	22 ..	9 14 0	Nevill & Co.

TOTAL PRODUCE.

Consolidated	1393 ..	£8710 3 6	Levant	117	£1418 12 6
Gt. St. George ..	496	1759 3 6	East Crinnis.. ...	96	716 0 0
Fowey Consols ..	336	1990 8 0	Wh. Prudence.. .	96	393 13 0
Wheal Leisure....	265	812 14 0	Pembroke.....	48	289 1 6
Wheal Ellen.....	240	1171 16 0	Wheal Kitty.....	22	213 8 6
W. Change (Tregollan & Tretoil)	130	1418 2 0			0

Average standard, 112*l.* 11*s.*—Average produce, 7¾.—Average price, 6*l.* 2*s.* 0*d.*—Quantity of ore, 3059.—Gross amount of fine copper, 241 tons 16 cwt.—Amount of money, 18,803*l.* 2*s.* 0*d.*—Average standard of last sale, 111*l.* 6*s.*—Produce, 7¾.

Copper ore for sale on Thursday next, at Serpell's, Pool. Mines and Parcels.—East Wheal Crotty, Longclose, and Dudnance, 926; Dolcoath, 323; East Pool, 261; United Hills, 256; Fowey Consols, 255; Stray Park, 200; Tincroft, 147; W. Lydia and South Towan, 141; South Wheal Basset, 134; Wheal Trewavas, 101; Wheal Vyvyan, 38; Wheal Sparrow, 16; Wheal Elizabeth, 12.—Total, 2810.

Copper ores for sale on Thursday week, at Andrew's Hotel, Redruth. Mines and Parcels.—Carn Brea Mines, 716; Wheal Treasury and Drewollas, 532; Wheal Virgin, 432; Fowey Consols, 306; Great Wheal Fortune, Owen Vean, Rospeath, and Wheal Bolton, 266; Tresavean, 241; Wheal Unity Wood, 210; Reilstian 178; Levant, 113; Wheal Leeds, 82; Wheal Osborne, 50; Harvey's Ore, 40.—Total, 3160.

SALE OF COPPER ORES AT SWANSEA,

Copper Ores for sale the 3d of October:—Allihies 101, ditto 80, ditto 58, ditto 43—Cobre 95, ditto 86, ditto 65—Ballymurtagh 66, ditto 59, ditto 4, ditto 44—Copiapo 82, ditto 81, ditto 38—Valparaiso 107, ditto 91—Norway 61, ditto 57, ditto 40—Valparaiso 71, ditto 63, ditto 56—Chili 54, ditto 18, ditto 70.—Cronebane 79—Tigrony 60—Knockmahon 84, ditto 0—Ballygahan 52, ditto 48—Llandidno 67—Symnea Dylluan 36—Sygun 29, ditto 6—Laxey 26—Chili 16—Drws-y-coed 6—Total 2143.

PURCHASES OF COPPER ORES AT TRURO.

SEPTEMBER 20.

Purchasers.	Mines.	Tons	Total	Price.	Amount.	Total Amount
				£ s. d.	£ s. d.	£ s. d.
MINES ROYAL 1.	Tresavean	107		7 8 6	794 9 6	
——	Wheal Jewel.....	62		4 15 6	296 1 0	
——	....	54		6 7 6	344 5 0	
——	....	53		6 10 6	345 16 6	
——	Hallen Beagle....	88		5 5 6	464 4 0	
——	Consolidated Mines	36½		11 13 6	426 2 9	
——	....	36		13 18 6	483 6	
——	Godolphin.....	96		9 4 6	608 17 0	
——	Wheal Plenty	34		6 5 0	212 10 0	
			536½			3975 11 9
2. VIVIAN and SONS.	Tresavean.....	87		4 3 6	363 4 6	
	...	71		5 1 0	358 11 0	
——	Wheal Jewel	11		3 7 6	37 2 6	
——	Hallen Beagle....	98		2 16 6	276 17 0	
——	....	20½		2 16 0	74 13 4	
——	....	19		2 14 .	51 6 0	
——	Consolidated Mines	62		2 11 6	159 13 0	
——	Wheal Unity Wood	65		6 12 0	430 12 6	
——	Fowey Consols...	102		4 19 0	504 18 0	
			541½			2256 17 10
3. FREEMAN & Co.	Tresavean.....	75		7 15 6	583 2 6	
——	....	53		5 12 0	286 16 0	
——	....	52		4 16 0	249 12 0	
——	Consolidated Mines	78		6 2 6	477 15 0	
——	...	36		13 8 6	483 6 0	
——	Wheal Unity Wood	67		8 4 6	551 1 6	
——	Carharrack	35		4 19 6	174 2 6	
——	.. .	15		5 6 0	79 10 0	
——	Godolphin.....	58		9 2 0	527 16 0	
——	Cook's Kitchen ..	36½		7 10 0	273 15 0	
——	Wheal Tolgus	11		3 15 0	41 5 0	
			516½			3788 1 6
4. GRENFELL and Co.	Tresavean.....	90		5 14 6	515 5 0	
——	...	80		3 7 0	268 0 0	
——	....	65		4 5 6	277 17 6	
——	....	61		4 12 6	282 2 6	
——	.. .	43		2 12 6	112 17 6	
——	....	39		4 7 0	169 13 0	
——	Wheal Jewel.....	16		6 2 6	98 0 0	
——	Hallen Beagle....	87		3 14 0	321 18 0	
——	....	19		2 14 0	51 6 0	
——	Fowey Consols ..	100		5 8 0	540 0 0	
——	Poldice	88		7 8 0	651 4 0	
——	....	42		4 3 6	175 7 0	
——	Cook's Kitchen ..	48		5 3 6	248 8 0	
——	Wheal Tolgus	11		3 15 0	41 5 0	
			789			3753 3 6
5. CROWN COPPER Co.	Hallen Beagle....	100		6 13 0	665 0 0	
	Consolidated Mines	36½		11 13 6	426 2 9	
——	Poldice	41		0 18 6	37 18 6	
——	Cook's Kitchen ..	36½		7 1. 0	273 15 0	
			214			1402 16 3
6. SIMS, WILLYAMS, NEVILL, and Co.	Wheal Jewel.....	11		3 7 6	37 2 6	
	Hallen Beagle....	26½		2 16 0	74 13 4	
——	Consolidated Mine	105		11 9 6	1204 17 6	
——	Godolphin.....	51		5 4 6	266 9 6	
——	Cook's Kitchen	33		3 13 6	121 5 6	
			226½			1704 8 4
7. WILLIAMS and Co.	Tresavean .. .	81		5 5 6	427 5 6	
——	...	67		4 11 0	304 17 0	
——	Wheal Jewel.....	91		4 8 6	402 13 6	
——	....	64		4 15 0	304 0 0	
——	Hallen Beagle.. .	26½		2 16 0	74 15 4	
——	Wheal Unity Wood	106		5 0 6	532 13 0	
——	....	68		6 1 0	411 8 0	
——	Fowey Consols ..	101		5 18 0	595 18 0	
——	Carharrack	47		4 19 0	232 13 0	
——	....	46		3 8 0	156 8 0	
——	....	26		1 17 0	48 2 0	
			723½			3490 11 4
8. VIGURS and Co.	Wheal Jewel.....	114		8 17 0	1008 18 0	
——	....	66		6 14 0	442 4 0	
——	Carharrack	15		5 6 0	79 10 0	
			195			1530 12 0
			3743			£21,852 2 6

PRICES OF MATERIALS IN CORNWALL

AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.

	3 & 4	5 & 6		3 & 4.	5 & 6
Common iron, per cwt.	10s 0d	10s 0d	Ditto machine	13s 0	13s 0d
Half-inch square ditto, and five-eighths	11 0	11 0	Iron-wire ditto	3 2	3 0
Best tough whim chain	30 0	30 0	Iron-wire work, per foot.	6	6
Boiler plates	14 6	14 6	Board nails, per cwt.	21 0	21 0
Hoop iron	14 0	14 0	Half-board ditto, per 1000	5 9	5 9
Nail rods	11 0	12 0	Hatch ditto	4 0	4 0
Miners' shovels	32 0	31 0	Half-hatch ditto	2 10	3 0
Charcoal iron	14 6	16 0	Lamp oil, per gallon	3 3	3 0
Gunpowder, per 100 lbs.	36 0	38 0	Rape ditto	3 9	3 4
Leather, per lb.	2 0	2 0	Birch, per foot.	1 7	1 7
Coals, per ton, at quay	14 0	14 0	Pine, ...	1 6	1 6
Candles, per dozen lbs.	5 8	5 8½	Sheet lead, per cwt.	24 0	24 0
Tallow, per cwt.	50 7	50 7	Barrow bends	11 0	11 0
Ropes	36 0	36 0	H 2 steel (112lbs.)	32 0	32 0
Flat ropes	38 0	38 0	2s. nails.....	21 0	20 0
Hemp	0 4	0 4	Pick hilts	1 5	1 5
White yarn, per lb.	0 4½	0 4½	Shovel hilts	2 0	1 6
White rope	0 4½	0 4½	White ground lead.....	36 0	33 0
Brass-wire sieves, each	4 8	4 4	Red lead	31 0	24 0
			Best rolled iron	12 0	12 0

*** The figures at the top of the columns refer to months—as 1 Jan., 2 Feb., &c.

PRICES OF SHARES AT LIVERPOOL.

	£	s.	d.		£	s.	d.
Liverp. & Manch. Railway	100	201	0	0	Leicester & Swanning. do.	50	74	10	0
Ditto Quarters	25	49	5	0	London and Southampton	50	49	0	0
Ditto New Halves....	30	72	0	0	New shares.....	15	38	0	0
Manchest., Bolton, & Bury Railway and Canal ...	78	71	10	0	Birmingham and Derby ..	20	....		
Manchester & Birmingham	10	10	12	6	Ulster	5	....		
Birkenhead and Chester..	25	28	10	0	Liverp. & Har. W. Works	350	452	10	0
Chester and Crewe	5	9	15	0	Bootle ditto.....		320	0	0
Bolton and Leigh ditto..	100	64	10	0	Liverpool Coal Gas		345	0	0
Warrington & Newton do.	100	....			Liverpool New Gas & Coke	100	196	0	0
Kenyon and Leigh ditto ..	100	....			Exchange Buildings.....	100	164	0	0
Wigan Branch ditto.....	100	....			Ocean Assurance Company	10	6	10	0
North Union	100	72	0	0	Liverp. Marine Assur. Co.	25	9	5	0
New shares.....	40	64	10	0	Bank of Liverpool.....	12½	23	2	6
St. Helens & Runcorn Gap	100	....			Manchester and Liverpool District Bank	15	20	10	0
Grand Junction ditto	100	191	0	0	Royal Bank of Liverpool	500	716	0	0
Ditto Half shares	10	50	0	0	Commercial Bank of Liver.	10	20	0	0
London and Birmingh. do.	90	175	10	0	Union Bank of Liverpool..	10	13	5	0
Quarter shares	5	30	5	0	Liverpool Banking	10	11	0	0
Leeds and Manchester do.	40	54	10	0	Albion	25	25	2	6
Hull and Selby	10	....			Northern & Central Bank of England	10	3	2	6
Midland ditto..... ..	40	29	15	0	Commercial Bank of Engl.	5	5	2	6
North Midland ditto.....	55	59	0	0	North & South Wales Bank	10	9	12	6
South Eastern	7	...			Birming. & Gloucester do.	30	13	0	0
Great Western Railway ..	65	80	10	0	Bank of Manchester.....	10	13	0	0
Eastern Counties	7½	5	12	6	Wilts and Dorset Bank ..	10	....		
Edinburgh and Glasgow ..	5	4	17	6	East of England Bank....	10	....		
Edinb. Leith, & Newhaven	5	.. .			Borough Bank	7½	13	0	0
Glasg., Paisley, & Greenock	4	3	10	6	South Lancashire Bank ..	7½	7	0	0
Ditto, Kilmarnock, & Ayr	5	....			Woodside Ferry..	25	....		
London and Brighton	11	9	5	0	Royal Rock Ferry.....	20	14	2	6
					Monk's (Woodside)	17	8	10	0

CORN EXCHANGE, SEPT. 21, 1838.

Wheat.... p. Qr. 50s to 72s	Malt. .... p. Qr. 50s to 58s	Oats..... p. Qr. 20s to 33s	
Rye..... 32s to 40s	Peas ..... 32s to 46s	Bran ..... 8s to 9s	
Barley ..... 32s to 37s	Beans ..... 36s to 41s	Pollard ..... 14s to 20s	

AVERAGE PRICE OF GRAIN, per Quarter.

Wheat	Barley	Oats	Rye	Beans	Peas
61s. 10d.	32s. 2d.	22s. 9d.	36s. 4d.	39s. 7d.	39s. 2d.

AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.

70s. 7d.	33s. 9d.	23s. 9d.	38s. 5d.	40s. 9d.	37s. 8d.

DUTY ON FOREIGN CORN.

10s. 8d.	12s. 4d.	12s. 3d.	12s. 6d.	9s. 4d.	14s. 0d.

Duties on Grains from British Possessions out of Europe.

5s. 8d.	2s. 6d.	2s. 0d.	3s. 0d.	3s. 0d.	3s 0d.

FLOUR, per Sack.

Town made..... 55s to 60s	Essex & Suffolk, on board.... 48s to 53s
Seconds..... 50s to 55s	Norfolk and Stockton..... 45s to 50s

PRICES OF SEEDS.

Linseed..... 40s to 60s per Qr.	Coriander Seed . 8s to 10s per Cwt.
Ditto Cake ..... 11*l* 10s per 1000	Clover Seed . red 50s to 80s do
Rapeseed ..... 34*l* to 38*l* per Last	Ditto ..... white 50s to 70s do.
Ditto Cake ..... 6*l* 0s per ton	Mustard Seed, 9s to 13s per Bus.
Carraway Seed.. 42s to 46s per Cwt.	Ditto ..... brown 15s to 18s do.

SMITHFIELD, FRIDAY, SEPT. 28.

To sink the offal—per stb.

Beef ....3s. 4d. 3s. 10d. 4s. 2d.	Veal 4s. 0d. 0s. 0d. 5s. 2		
Best Down & Polled Mutton ....4s. 8d.	Pork 4s. 2d. 5s. 0d. 5s. 6		
Head of Cattle on Monday—Beasts, 3633; Sheep, 26,470; Calves, 135; Pigs, 504.			
Head of Cattle this day—Beasts, 537; Sheep, 6,000; Calves, 394; Pigs, 292.			

NEWGATE AND LEADENHALL.—By the Carcase.

Beef	2s. 10d.	3s. 2d.	3s. 6d.	Veal.....	3s. 4d.	4s. 4d.	4s. 10d.
Mutton ...	3s. 4d.	3s. 8d.	4s. 0d.	Pork.....	4s. 0d.	4s. 8d.	5s. 8

ROMFORD.

Oxen	3s.	4d.	4s. 2d.	Lambs	3s.	0d.	5s. 4d
Cows and Heifer....	2s.	4d.	3s. 4d.	Pigs	4s.	0d.	4s. 6d
Sheep.....	3s.	10d.	4s. 6d.	Calves	4s.	0d.	4s. 6d

BARK.

	£	s.	£	s.		£	s.	£	s.
English Oak (load)	15	0	to 17	0	Mimosa (per ton)	11	0	to 13	0
Foreign (per ton)	6	0 ..	7	0	Valonia	14	0 ..	18	0
New S. W.	7	0 ..	0	0					

TIMBER (per load).

	£	s.	d.	£	s.	d.
Quebec Oak	7	0	0	to 7	10	0
Quebec Pine, red	4	12	6 ..	4	15	0
Riga Fir..	0	0	0 ..	5	12	6
Dantzic and Memel	5	2	6 ..	5	10	0

FROM THE LONDON GAZETTE.

Tuesday, September 25.

INSOLVENT.

Sept. 25—William Strickland Gladill, Clerkenwell-close, japanner.

BANKRUPTCY SUPERSEDED.

William Thomas Houghton, Walcot-place, Lambeth, coal merchant.

BANKRUPTS.

C. Neall, Epping, cheesemonger. [Hooker, Bartlett's-buildings.

R. Macheli, Dewsbury, Yorkshire, innkeeper. [Battye and Co., Chancery-lane.

G. Clarke, Shrewsbury, innkeeper. [Clarke and Medcalf, Lincoln's Inn-fields.

CERTIFICATES to be granted, unless cause be shown to the contrary, on or before Oct. 16.

M. Seager, Poole, merchant—R. Major, Longfleet, Dorsetshire, merchant—J. Rusby, Leeds, coach-lace manufacturer—J. Payne, jun., Lawford, Essex, cattle-dealer—J. Pittar, Holywell-street, Millbank, Westminster, merchant.

Friday, September 28.

BANKRUPTS.

T. F. Mason, Park-lane, Hyde Park, dealer in horses. [Sandford, Adelphi Terrace, Westminster.

[uard, Mansion-house-pl.

A. J. Kopsch, Crown-court, Old Broad-street

PRICES OF STOCKS.

ENGLISH PUBLIC FUNDS

	Saturday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.
Bank Stock, 8 per Cent.	...	.. ..	...	.. ..	.. ..	....
3 per Cent. Red. Anns.	....	..	94⅜	....	....	94⅜
3 per Cent. Consols	93⅝ 4	94 3⅞	93⅞ 4	94⅛ 3⅜	94 3⅜	94⅜ ⅞
3½ per Cent. Anns. 1818.	....	....	....	.. ..	.. ..	102⅜
3 per Cent. Anns. 1726.	....	...	....	....	....	....
3½ per Cent. Red. Anns.	....	....	1 2⅝	....	102⅜ ⅛	....
New 3½ per Cent. Anns.	101⅜ ⅝	101⅜ ⅝	101⅛ 2	102 1⅝	102 .2	101⅛ ⅜
New 5 per Cent.	....	....	....	....	....	....
Long Anns. 1860.	....	....	15⅝	15⅝	15⅝	....
Anns. for 30 Years 1859.	....	....	....	....	....	....
Ditto 1860.	....	15⅛	15⅛	15⅛	....	....
India Stock, 10½ per Cent.	....	264⅜	264	....	....	....
South Sea Stock, 3½ per Cent.	....	....	....	....	.. ..	....
Ditto Old Ann. 3 per Cent.	....	....	....	....	....	....
Ditto New Ann. 3 per Cent.	....	....	....	....	....	....
3 per Cent. Anns. 1751	....	....	....	....	....	....
India Bonds, 3 per Cent.	69 71 p	70 71 p	69	69 71 p	69 70 p	70 68 p
Exchequer Bills, 2d. £1000.	71 69	71 69	69 71 p	71 69	70 68	70 68
Ditto £500.	69 72	69 71	69 72	70 72	69 72	70 68
Ditto Small.	99 72	70 72	70 72	70 72	72 69	70 68
Ditto Com.	7s	.. ..	7	....	....	3 5
3 p. Cent. Cons. for Ac. Oct. 16	94⅛	94	94	94⅛	94⅛ 3⅞	93⅞ 4
India Stock for Ac. Oct. 16	....	....	....	.. ..	....	....
Bank Stock for Ac. Oct. 16	....	....	....	209 8½	....	....

BANK OF ENGLAND.—TRANSFER BOOKS.

	SHUT.		OPEN.	
Bank Stock	Tuesday,	Sept. 4, ,,	Tuesday,	Oct. 16, 1838.
3 per Cent. Reduced	Tuesday,	,, 4, ,,	Tuesday,	,, 23, ,,
3½ per Cent. Reduced	Tuesday,	,, 4, ,,	Tuesday,	,, 23, ,,
3½ per Cent. 1818	Tuesday,	,, 4, ,,	Tuesday,	,, 16, ,,
Long Annuities	Saturday,	,, 1, ,,	Monday,	,, 22, ,,
Annuities 1859.	Saturday,	,, 1, ,,	Thursday,	,, 18, ,,
Old South Sea Annuities	Wednesday,	,, 5, ,,	Friday,	,, 19, ,,

FOREIGN STOCKS.

	Saturday	Monday.	Tuesday.	Wednesday	Thursday.	Friday.
Austrian, 5 per Cent.	....	....	108½	...	....	....
Belgian, 5 per Cent.	....	...	103⅛ ⅜	....	103⅛ ⅜	....
Brazilian	....	83	83⅛	83⅛ ⅛	83⅛	82⅜
Ditto, 1829	....	....	....	....	....	.. ..
Buenos Ayres, 6 per Cent.	.. ..	....	....	....	....	....
Cuba, 6 per Cent.	....	....	.. ..	....	....	....
Chilian, 6 per Cent.	....	....	....	....	.. ..	....
Colombian, 6 per Cent.	.. ..	....	....	21⅛	....	....
Ditto, 1824, ditto	25⅛	25	....	25 ⅛	....	....
Danish, 3 per Cent.	....	76⅞	76⅞	....	76⅞	....
Greek, 5 per Cent.	....	....	....	....	....	....
Ditto, 1825, 5 per Cent.	....	....	....	....	....	....
Mexican, 5 per Cent.	.. ..	....	....	....	....	....
Ditto, deferred do.	....	....	....	....	....	....
Ditto, 1825, 6 per Cent.	22⅞ 3⅛	23⅛	....	....	....	....
Ditto, def. do. 6. per Cent.	....	....	....	.. ..	....	.. ..
Neapolitan, 5 per Cent, 1824	....	....	....	....	....	....
Peruvian, 6 per Cent.	....	....	....	....	....	....
Portuguese, 5 per Cent.	75	75	....	....	....	....
Ditto, New 5 per Cent.	34⅜	34⅜	34⅛	34⅜ ⅛	34 3⅜	33⅜ 4
Ditto, 3 per Cent.	22⅞	23	22⅛	....	22⅛ 2	22
Prussian, 4 per Cent.	....	....	....	....	....	....
Russian, 1822, 5 per Cent.	....	....	111¾ ⅜	....	....	....
Spanish, 5 per Cent. Consols	18⅛ ⅜	18⅛ ⅛	18⅛ ⅛	18⅛ 18	18⅛ 17⅛	18⅛ 17⅛
Ditto, passive	....	....	....	....	....	4⅜
Ditto, deferred	....	....	....	7⅞ ⅜	7⅛ ⅜	7⅛ ⅛
Dutch, 2½ per Cent.	53⅛ ⅜	53⅛ ⅜	53⅛ 4	54⅛	54 ⅞	54 3⅛
Ditto, 5 per Cent.	....	102⅛	102⅛ ⅜	102⅜	102⅜	102⅛ ⅜
Ditto, New, 1837	....	100⅜	100⅜ ⅜	....	100⅜	100⅜

FRENCH FUNDS.

	PARIS.					LONDON.	
	Sept 20.	Sept 22	Sept 24	Sept 25	Sept 26	Sept 25	Sept 28.
5 per Cent. Ann.	109f.45c.	109f.40c.	109f.20c.	109f.	108f. 5c.	....	....
Ex. on Lond. 1 mth.	25f. 35c.	25f. 35c.	25f. 35c.	25f. 35c.	25f. 35c.	....	....
ditto 3 mths.	25f. 20c.	25f. 20c.	25f. 20c.	25f. 20c.	25f. 20c.	....	....
4½ per Cent. Ann.	.. ..	104f.75c.	....	....	....	....	....
Exchange							
4 per Cent. Ann.	102f.30c.	....	102f.35c.	....	....	....	....
Exchange							
3 per cent.	80f. 90c	80f. 75c.	80f. 70c.	80f. 50c.	80f. 65c.	80f. 50c.	80f. 25c.
Exchange						25f. 50c.	25f. 50c.
Bank Shares	2625f.	2625f.	2627f.	2635f.	2637f.	....	....

IRISH FUNDS,

Sept. 27, 1838.

Bank Stock	197½	Royal Canal Stock	34
Governmen Debentures 3½ per ct.	94⅜	Patriotic Insurance	10 0 0 6
Ditto Stock 3½ per ct.	100½	Provin. Bank of Ireland	25 0 0
Ditto New. 3½ per ct.	101½	Hibernian Bank	25 0 9 24½
Ditto ditto, reduced 4 per ct.	101	Grand Canal Stock	29½
Consols 3 per ct.	93⅜	Mining Co. of Ireland	7 0 0 10½
City Debentures 4 per ct.	65	City of Dublin Steam Co.	100 0 0 116⅞
Exchequer Bills 2½d per diem	23	Kingstown Railway	60 0 0

AMERICAN FUNDS.

Redeemable.	London	America.	Redeemable.	London	America
New York 5 1858	94½	103 5	Louisiana 5 1844, 7, 50, 2.	95½	
5 1846, 7			Mississipi .. 6 1861, 6, 71	96	
.. 1860	94 5		INCORPORATED BANKS. Per Cent.		
Pennsylva. 1859, 40, 41..			United States .... 8 1836..	25⅛	122½
.. 1846			Louisiana State.. 16 1870..		
.. 1853, 4	92½		Bank of Louisiana 8 1870..		
.. 1856	94		N. Orleans, Canal & B. Co.		90 95
.. 1858	95		City Bank		
.. 1860, 62			New York Life and Trust 5		
.. 1865			Tenessee Planters 9		97 100
Maryland 6 1870		101	Mississippi.. 10		98 100
Ohio 6 1850		110½	Exchange at New York		107 8

COURSE OF EXCHANGE.

FRIDAY, Sept. 28, 1838.

	Prices printed	Prices negotiated on 'Change.		Prices Printed	Prices negotiated on 'Change.
Amsterdam	12 5	12 4½ 12 4⅜	Seville	36	— —
Ditto at Sight	12 3⅛ 12 2½ 12 2⅜		Gibraltar *p. h. d.*	48	— —
Rotterdam	12 5½ 12 4⅜	— —	Leghorn	31½	31½ 31⅜
Antwerp	12 5 12 3⅜	— —	Genoa	26 0	25 87½ 25 90
Hamburgh *Mcs. B.*	13 12⅛ 13 11½ 13 11⅜		Milan	31	— —
Altona	12 12⅜	— —	Venice *p. 6 A. L.*	46	— —
Paris, 3 days' sight	25 60 25 45 25 50		Naples	39	39⅜ 39⅛
Ditto	25 90 25 75 25 72½		Palermo	117⅛ oz	117⅜ 118
Marseilles	25 95 25 75 25 80		Lisbon	53	53½ —
Frankfort on Main	153	152½ 152⅜	Oporto	52½	53 —
Petersburg *p. ruble*	10	— —	Rio Janeiro	26	— —
Berlin *eur. doll.*	7 3	— —	Bahia	27	— —
Vienna eff *6o.*	10 12	10 11½ 10 12	Buenos Ayres	—	— —
Trieste ditto	10 13	10 11 10 12½	Dublin	1¼	— —
Madrid	36⅜	37 37⅛	Cork	1¼	— —
Cadiz	37	37½ 37⅛	Madras	—	— —
Bilboa	36	— —	Calcutta	—	— —
Barcelona	36	— —	New York & Philad	46¼ 46	— —

PRICES OF METALS.

	£ s. d.		£ s. d.
Copper, Brit.—Cake *ton*	90 0 0	**Iron, Brit.—Pig, No. I** *ton*	5 15 0
Tile do.	88 0 0	Bar *ton*	9 15 0 to 0 0 0
Sheets, *lb.*	0 0 1½	Do. Carg. in Wales	2 0 0
Bottoms do.	0 1 0	Bolts *ton*	10 5 0
Foreign—S. Am. (*dy.* 37s. cwt.) *bd.*.. *ton*		Nail Rods *ton*	10 15 0
		Hoops *ton*	12 0 0
Tin, Brit.—Blocks *cwt*	4 0 0	Sheets, single *ton*	13 0 0
Bars do.	4 2 0	(Others in proportion.)	
Plates, common { l.c. 1 10 0 to 1 13 0		**Foreign—** { Swedes, cn. *bd. ton*	12 10 0
to best, per box. { l.x. 1 16 0 .. 1 19 0		for Steel, (var.	
{ l.x.x 2 2 0 .. 2 5 0		**Duty 30s. per ton.** { mks.) *ton*	16 0 0 to 35 0 0
Wasters of the above Mks. 3s. less, all others 6s. less. (Others in proportion.)		Russian com.. *ton*	12 10 0
		P.S.I. *ton*	13 10 0
		C.C.N.D. *ton*	19 10 0
Foreign— { Banca, *bd.. cwt.*	3 16 0	**Steel, Brit.—Blistered, (various qualit.)** *ton*	25 0 0 to 45 0 0
duty 50s. per cwt { Straits, *bd.. cwt.*	3 14 0	**Shear** do. do.	45 0 0 .. 84 0 0
{ Bars,.. *bd . cwt.*	3 16 0	Cast do. do.	45 0 0 .. 84 0 0
Lead, Brit.—Pig *ton*	20 0 0	**Foreign—** { Swedes in kgs *bd ton*	17 0 0
Sheet *ton*	21 10 0	**Duty 20 per cent.** { Do. Faggots *bd. ton*	18 0 0
Shot *ton*	24 0 0	{ Milan *bd. ton*	30 0 0
Red *ton*	23 0 0	**Spelter, For.—Cakes** (*dy.* 2*l.* p. ton,) .. *bd. ton*	18 10 0
White (dry).. *ton*	30 0 0	English Sheets.	25 0 0
Do. (gd. in oil) *ton*	32 0 0	**Quicksilver—**(*dy.* 1d. per lb.) *bd. lb.*	0 3 8
Litharge *ton*	23 0 0		
Foreign—Span. (*dy.* 40s. per ton).. *bd. ton*	18 10 0		

TIDE TABLE.

HIGH WATER AT LONDON BRIDGE, from September 29 to October 5.

	Satur.	Sunday.	Mond.	Tuesd.	Wedn.	Thurs.	Friday.
Morning	9 32	10 59	- -	0 35	1 26	2 9	2 45
A ternoon	10 17	11 36	0 8	1 1	1 49	2 28	3 4

PRICES OF SHARES.

BRITISH MINES.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present Price.
1,800	Arigna Iron & Coal Co.	50	33	..	..	—
4,000	Bissoe Bridge	5	4	1	1	1
8,000	Blaenavon	50	40	40	40	40
5,000	Boringdon Park	20	3	¼	⅛	⅛
8,000	British Tin	2½	2	¼	⅛	⅛
20,000	British Iron	50	50	10¼	10	10
100	Copper Bottom	..	41	55	55	55
2,000	Cornubian Lead Co.	..	3½	3¼	3	3⅛
6,000	Cornwall Great United	12	9	2	1½	1½
5,000	Dartmoor Consols	5	3¼	2¼	2	2⅛
10,000	DurhamCountyCoalCo.	50	28	..	..	—
2,000	East Cornwall Tin, &c.	6	6	5	5	5
2,560	East Wheal Strawberry	10	6¾	3½	3⅜	3⅜
1,500	East Mulberry Hills	..	2	3	3	3⅛
4,000	English	25	12½	7	7	7
10,000	Hibernian	50	10¾	10	9½	10
1,000	Hoimbush	100	..	13	13	13
12,000	Kellewerris	5	2½	⅜	⅛	⅛
20,000	Mining Co. of Ireland	25	7	10	10	10
6,000	Perran Consols	5	3¾	3	3	3
3,000	Polberou Consols	10	10	5	4⅞	4⅞
6,000	Polbreen	5	3	5	5	5
2,000	Relistian	..	..	30	30	30
5,000	Rednoor Consolidated	5	4¾	4½	4⅜	4½
10,000	Rhymney Iron	50	35	29	29	29
5,000	South Wheal Leisure	5	2	¼	⅛	⅛
8,000	St. Hilary	2½	1¼	¼	⅛	⅛
800	South Towan	10	10	9	9	9
4,000	Tregollan	5	2½	2½	2½	2½
6,000	Trevorgus	5	5	2	2	2
4,505	Treleigh Consols	5	3⅜	1⅛	⅞	1⅛
4,505	Tamar Consols	5	3	5	5	5
6,000	Tin Croft	10	6¾	6½	6½	6½
198	Trevaskus	..	60	100	100	100
3,000	Trewolvas	10	6	4	4	4
4,000	United Hills	5	5	12⅛	12	12
2,000	Wendron	8	8	4	4	4
3,300	West Cork	50	50	..	..	—
5,000	Wheal Brothers	20	20	½	⅜	½
3,000	Wheal Osborne	..	..	2½	2½	2½
5,000	Wh. Harm. & Montagne	10	10	10	10	10
12,000	West Tresavean	5	2	¼	⅛	⅛
6,000	Wicklow Copper	5	5	9	8⅝	8⅝
4,520	West Wheal Jewel	5	5	1¼	1¼	1¼
6,000	Wheal Gilbert	3	3½	¼	⅛	⅛
800	Wherry Mine	15	11	12½	12⅜	12½
20,000	Western Mining Asso.	5	1	..	..	—
	Wheal Sisters	..	⅛	..	..	—

FOREIGN MINES.

4,000	Alten Mining Company	15	12⅜	12	12	12
10,000	Anglo Mexican Co.	100	100	3	3	3
3,374	Do. Subscription	25	25	3½	3¼	3½
	Do. Mint	..	..	12	12	12
2,000	Bolanos	150	150	85	85	85
	Ditto Scrip	..	25	43	43	43
10,000	Brazilian Imperial	35	20	18	18	18
10,000	Bolivar	20	20	24⅜	22	24⅛
10,000	Ditto Scrip	10	10	3	3	3
10,000	Cata Branca } Brazilian	10	7½	9	8⅜	9
10,000	Conceiçao.. } Co.	10	2½	2½	2	2⅛
10,000	Candonga Mining Co.	20	7⅛	7	6⅝	7
12,000	Cobre Copper Company	40	40	38	37	38
8,500	Colombian Co. regis...	55	55	3¾	3½	3¾
1,500	Ditto, New..	11	11	..	..	—
10,000	Copiapo Mining Co.	20	13½	11⅛	10¾	10⅝
20,000	General Mining Association	20	16	10¾	10¾	10¾
5,351	Mexican Company	60	55½	5	⅝	⅝
6,000	Mocanbas and Cocaes	25	25	10	10	10
5,000	Minas Geraes	20	10	7	6	7
2,000	New Granada	10	5	..	..	—
14,582	{ Real del Monte, regis.	54⅛	63¾	10	10	10
	{ Do. unregistered	54⅛	..	10¾	10¾	10¾
	Ditto Loan Notes	150	150	160	160	160
2,500	Rio de Anori	..	3½	..	..	—
11,000	St. John d'el Rey	20	14	5½	5¼	5½
30,000	United Mexican	40	40	3	3	3⅜
	Red New Scrip	..	5	22⅜	22	22⅜
	Black Scrip	..	5	4	3¾	4
5,000	Union Gold	..	9¾	..	..	—
14,000	Zacatecas Mining Co.	5	4	4	3¾	4

RAILWAYS.

2,500	Aylesbury	20	6	..	..	—
6,300	Birmingham and Derby	100	40	32	31	32
9,500	Birming. & Gloucester	100	20	18	18	18
7,500	Birm. Brist. & Th. Junc.	20	12	..	..	—
660	Bolton and Leigh	100	100	64¾	64¾	64½
641	Ditto ¼ Shares	25	25	..	..	—
15,000	Bristol and Exeter	100	15	8½	8¾	8¾
1,172	Cant. & Whitstble	50	50	..	..	—
350	Cheltenham	100	100	1¾	1¾	1¾
	Chester & Birkenhead	..	15	18⅜	18⅜	18⅜
5,000	Chester and Crewe	50	10	..	..	—
3,500	Do Extension	50	3	9½	9¼	9¼
7,500	Chelten. & Gt. Western	100	12½	1⅞	1⅝	1⅝
14,000	Chelt. Oxford and Tring	100	5	6¼	6¼	6¼
2,000	Clarence	100	32	35	35	35
6,000	Dublin and Drogheda	200	10	6	6	6
	Dublin and Kingstown	..	60	70	70	70
8,000	Dublin and Kilkenny	100	5	¼	⅛	⅛
800	Durham Junction	100	90	..	..	—
7,500	Durham S. W. Junction	20	3½	..	..	—
2,040	Durham & Sunderland	50	50	38	38	38
3,000	Deptford Junction	20	1	1⅜	1⅛	1⅜
60,000	Eastern Counties	25	7⅛	6	5⅝	5⅝
5,000	Edinb. Leith & Newha.	20	5	4¼	4¼	4¼
16,000	Edinburgh & Glasgow	50	5	4⅜	4⅛	4⅜
2,500	Forest of Dean	50	50	40	40	40
12,500	Glasg., Paisley & Ayrsh.	50	10	9½	9	9
16,000	Glasg., Paisley, & Green.	25	6	6	6	6
10,918	Grand Junction	100	100	191	189	191
10,918	Do. New	50	40	47¼	47¼	47½
10,000	Great North of England	100	25	8	8	9
25,000	Great Western	100	65	84	78	79½
2,000	Hartlepool	100	100	100	100	100
8,000	Hull and Selby	50	20	12	12	12
250	Ken. & Leigh Junction	100	100	..	..	—
40,000	Kent Railway	50	2	..	..	—
6,500	Launceston & Victoria	25	2	..	..	—
2,100	Leeds and Selby	100	100	65	62	35
2,000	Leicester and Swaning.	50	50	3½	3½	3¾
5,100	Liverpool & Manchester	100	100	201	201	201
12,721	Do. ¼ Shares	25	25	48⅜	48⅜	48⅜
7,9 8	New Do.	25	25	70	.0	70
24,000	Lond. & Blackwall	25	7	6	5¾	5¾
20,000	London and Grcenwich	20	20	16⅜	16⅜	16⅜
	Ditto Bonds	..	100	98	98	98
25,000	London and Birmingh.	100	90	78	172	173
25,000	Do. ¼ Shares	25	25	30¼	29¼	29¾
	Do. Bonds	..	..	20	..	—
7,000	London & Croydon Tr.	20	20	17	16⅜	16⅜
6,000	Do. Scrip	15	7½	9¾	9¾	9¾
20,000	London & Southampton	50	50	48	47¾	47
16,000	London & South., New	25	15	8⅜	8	8
36,000	Lond. & Brighton	50	11	9¼	8⅞	9
12,000	London Grand Junction	50	5	⅜	⅜	⅜
2,000	Llanelly	100	35	7⅞	7	7
14,000	Manchester and Chester	..	2½	..	..	—
13,000	Manchester and Leeds	100	40	2¾	5½	5½
10,000	Manchest. South Union	100	5	3	3	3
1,000	Manchester & Oldham	100	5	..	..	—
30,000	Manchester & Birming.	70	10	1⅞	10¾	10¾
15,000	Do. Extension	70	3½	3¼	3⅛	3⅛
10,000	Midland Counties	100	33	33	33	33
3,000	Newcastle and Carlisle	100	100	106	10	106
12,000	North Midland	100	55	58¾	57¼	57
12,000	Northern and Eastern	100	15	8¾	6⅞	8⅛
600	North Union	100	100	72¾	72¾	72¾
	Do. New	..	40	64¼	64¼	64¼
2,600	Preston and Wyre	50	41	36	36	36
2,500	Preston and Wigan	..	20	35	35	35
	St. Helen's & Runcorn	100	100	45	45	45
1,500	Stanhope and Tyne	100	100	..	..	—
1,000	Stockton & Darlington	100	100	250	250	250
1,000	Do. ¼ Shares	50	50	..	..	—
3,000	South Durham	50	24	⅜	⅜	⅜
4,000	Sheffie d & Rotherham	25	22½	..	..	—
28,600	South Eastern & Dover	50	11	4¼	3¾	4¼
	South Midland	50	1	¼	⅛	⅛
	South Western (Steph.)	50	1	¼	⅛	⅛
9,000	Thames Haven	50	5	4¼	4¼	4¼
5,300	Warrington & Newton	100	100	..	..	—
1,400	Westminster & Greenw.	50	2	⅜	⅜	⅜
5,000	West Durham	20	5	2¼	2¼	2¼
6,000	York & North Midland	50	12	12	11½	11¾

PRICES OF SHARES.

MISCELLANEOUS.

No. of Shares.	NAME OF COMPANY.	Amount of Share	Amount paid.	Highest Price.	Lowest Price.	Present price
10,000	Anglo Mexican Mint	10	10	10¼	10¼	10¼
10,000	Anti Dry Rot	17½	17½	13⅜	13⅜	13⅜
10,000	Asphalte (Clariege)	20	2	4	3	4
10,000	Australian Agricultur.	100	27½	45	45	45
1,080	Auction Mart	50	50	..	..	—
8,600	Brit. Rock & Patent Salt	50	35	12	12	12
8,000	Bahia Steam	10	4	1	1	1
	British Alkali	..	25	30	30	30
6,000	Brit. Americ. Land Co.	..	28	11	10	11
20,000	Brit. Agricu. Loan Co.	105	5	..	..	—
10,000	Canada Company	100	30	29	28½	29
200,000	Canada (Upper) Bonds	..	..	95	95	95
5,000	Eastern Coast of Central America Deb.	20	14	8	8	8
75	CoventGarden Th. Rnt	500	..	..	..	—
300	Drury Lane do.	500	..	..	..	—
5,000	Droitwich Patent Salt	25	..	..	..	—
2,122	Do. Proprietors	100	..	..	..	—
10,000	Edinbur. & Leith Glass	..	16	..	..	—
2,500	Essex Marine Salt	20	8	..	..	—
1,000	Equitable Discount So.	100	25	..	..	—
20,000	General Steam Navig.	15	14	23⅜	23⅜	23⅜
2,100	Hungerford Market	100	..	..	..	—
10,000	Irish Waste Land Co.	50	..	..	..	—
8,000	Lond. Rever. Inter. So.	50	10	6	5	6
1,800	London Corn Exchan.	..	..	25	25	25
8,000	Lond. Caoutchouc Co.	12½	12½	9	8⅝	9
50,000	Lond. Equit. Loan Co.	10	2	..	..	—
10,000	Mexican South Amer. New Corn Ex.	10	5	6¾	6¼	6¼
		..	37½	21⅝	21⅜	21⅝
	NewBrunswick (Land)	..	50	10	10	10
20,000	Mexican, New	..	10	3	..	—
10,000	Rio Doce	25	4	2⅜	2⅜	2⅜
2,754	Rever. Interest Society	100	100	131½	131	131½
2,683	Ditto New	100	70	96	96	96
220	S. Devon Shipping Co.	50	50	..	..	—
2,000	Shotts Iron Foundry	..	38	..	..	—
10,000	South Australian	25	7¼	8⅜	8⅛	8⅜
10,000	Safety Carriage Co.	5	5	3¼	3	3⅜
4,000	Thames Tunnel	50	50	8	8	8
10,000	Van Dieman's Land	100	17	11⅝	11⅛	11⅛

CANALS.

No. of Shares.	NAME OF COMPANY.	Amount of Share.	Amount paid.	Price.	Dividend per Ann.	Next Dividend Payable.
1,760	Ashton and Oldham	98	98	135	7	Mar.
1,482	Ashby-de-la-Zouch	113	113	65	4	Oct.
720	Barnsley	160	160	260	13	Jan.
1,260	Basingstoke	100	100	..	..	—
1,005	Brecknock & Abergav.	150	150	5	5	Jan.
8,000	Birming. 1-16th Share	79⅜	79⅜	220	9½	June
4,000	Do. & Liverpool Junct.	125	100	24½	..	—
477	Bolton and Bury	250	250	..	6	Jan.
712	Bridgwater & Taunton	100	100	..	3	Aug.
400	Chelmer & Blackwater	100	100	102	4	Jan.
16,000	Carlisle	..	21¼	..	..	—
500	Coventry	100	100	745	48	Nov.
1,500	Chesterfield	..	..	..	..	—
460	Cromford	100	100	340	17	Jan.
4,546	Croydon	31⅛	31⅛	..	..	—
11,810	Do. Bonds	..	..	..	5	Oct.
20,000	Danube and Mayne	41⅛	41⅛	33	4	—
2,060⅔	Dudley	100	100	83	4	Sept.
600	Derby	100	100	175	11	Jan.
3,575⅔	Ellesmere & Chester	133	133	77	3	Sept.
251	Erewash	100	100	700	46	Oct.
1,297	Forth and Clyde	400	400	570	28	Jan.
11,600	Grand Junction	100	100	197	10	June
2,849⅔	Grand Union	100	100	24	1	Oct.
1,500	Grand Surrey	100	100	..	..	Sept.
120,000	Do. (optional) Loan	100	100	63	4	Dec.
3,096	Grand Western	100	100	..	..	—
600	Glamorganshire	172⅓	172⅓	..	13⅓	Sept.
1,960	Gloucester & Berkley	100	100	..	..	
269	Do. (optional) Notes	60	60	..	..	
749	Grantham	150	150	202	10	May
6,223	Huddersfield	57½	57½	37	2	Sept.
100	Kensington	100	100	10	..